THE EVENING TELEGRAPH.

VOL. XV.—NO. 33. PHILADELPHIA, WEDNESDAY, FEBRUARY 8, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

THE GREAT HORROR.

Hudson R. R. Accident.

Scenes of Death and Destruction

Crushed, Frozen, Burned, and Drowned.

Bed of Ice and Curtains of Fire.

Statements of Eye-witnesses.

Is Any One Responsible?

The Carriage of Explosive Oils.

Etc., Etc., Etc., Etc., Etc.

Later Particulars of the Terrible Disaster at New Hamburg.

The N. Y. *Post* of last evening says:—

The following particulars in regard to the terrible accident on the Hudson River Railroad have been obtained in this city to-day from eye-witnesses:—

The freight train which caused the accident consisted of about twenty-five cars, most of which carried tanks filled with oil. Before leaving Albany every car was carefully inspected by the workmen, and no defect was discovered.

When the train reached the wooden bridge over Wappinger's creek, at New Hamburg, about eight miles below Poughkeepsie, a sudden shock passed through the entire train, almost throwing it from the track.

Upon examination it was found that the axle of the tenth car had broken. The car had then broken loose from its couplings, careened on one side, struck against the framework of the bridge, and lay a total wreck upon the up track.

Almost at the same moment, and before a signal or note of warning could be raised, the express train which had left this city at 8 o'clock came rushing along at the rate of thirty miles an hour.

The engine struck the wrecked car with terrible force, setting fire to the oil, scattering the inflammable materials and burning fragments of the car in all directions.

The force of the collision instantly threw the engine over the bridge into the creek.

The ice was very thick at the time, but was unable to bear the weight of the locomotive, which broke through and sank.

The engineer, E. H. Simmons, perished. His body has not been found.

The tender of the engine also fell into the creek. Immediately behind the engine were two baggage cars, which were followed by a sleeping car, full of passengers.

The flames from the oil tank soon set fire to these cars, which, after striking the wreck, fell over into the creek, a burning mass. Some of the passengers in the sleeping-cars succeeded in leaping from the car in time to save themselves from death, but the rest, numbering, it is said, from twenty to twenty-five persons, were carried with the car over the bridge, and were either drowned or burned to death.

P. H. Vosburgh, the conductor of the sleeping car, was on board at the time, and a body, supposed to have been his, was afterwards found, with the lower extremities burned away.

As soon as the particulars of the disaster reached this city, the superintendent, J. M. Toucey, started for the scene, and has since been engaged, with a large body of men, in searching for the bodies of the unfortunate passengers.

This morning the wreck was cleared away from the sleeping-car, as it lay upon the ice, and a vigorous search was made for the bodies of those passengers who might be crushed in the wreck or of those burned to death.

In one corner of the car a heap of charred and blackened bodies were found, but so disfigured that identification was impossible.

From the appearance of the bodies it was evident that the passengers at the time of the accident had rushed in despair to the rear door of the car, and had there miserably perished.

Behind this car, which was the "Buffalo car," were two other sleeping cars, which were also totally destroyed by fire. The passengers, however, many of whom were but partly dressed, succeeded in saving their lives.

Many of the cars of the freight train, together with the baggage they contained, were also burned.

E. Laurence Mooney, the brakeman who was on the sleeping car when it fell into the creek, is missing, and is probably among the killed. He was discharged from the road a month ago, and was reinstated in his position about two weeks ago, at the urgent request of his mother.

As near as could be ascertained at the hour of writing, the number of victims was twenty to twenty-five.

The noise occasioned by the explosion of the oil tank was heard for a great distance, and the flames of the wrecked cars and the burning bridge could be seen for many miles.

The bridge over Wappinger's creek was a wooden structure of about two hundred feet in length, and is totally destroyed.

Many of the oldest conductors and engineer on the Hudson river road unite in saying that the scene presented at the place of the disaster this morning was the most terrible they had ever witnessed.

From the New York papers of this morning we take the following additional particulars of the disaster:—

STATEMENTS OF SURVIVORS.

The fireman of the passenger train, who saved his life by jumping from the engine before it struck the oil-car, was severely injured about the head, having been struck by some sharp substance when he fell. His story is substantially as follows:—I was on the Constitution (Engine No. 54), which was attached to the second Pacific express train, that left New York at 8 o'clock on Monday evening.

We reached New Hamburg at about 10 20, somewhat behind time. When approaching the drawbridge of that place an engine was observed upon the track, but it excited no surprise, nor did it lessen the speed of our train, as it was usual for locomotives to stop at this place and take in water from a tank. We saw danger signals flashing through the darkness. Our train shot by the locomotive and a portion of an oil train that was behind it near the bridge, and went crashing through the rear of it.

Simultaneously with the collision arose a blaze from the scattered oil that had ignited, and soon everything was enveloped in flames. Prior to the collision I saw that the accident was inevitable, and before the train reached the bridge I jumped from it and landed on some ice. For a half minute or so I was conscious and heard the shattering of the timbers, the descent of the locomotive and other cars over the draw into the water, the blaze flashed upon me, and then came a stupor, from which I was aroused by the pain of the injuries I had received.

Upon recovering my senses I discovered that of the cars composing the train, the locomotive, baggage, and two sleeping-cars had been precipitated into the water, and with few exceptions all on board with them. I am almost certain that none escaped from the "Buffalo sleeper," not even the brakemen. The three other sleeping-cars were not injured, as the coupling broke and left them on the ground with very frightened but uninjured passengers.

I don't know how far we were from the oil train when we perceived it; but when we observed the danger signals we tried to stop. I did not hear that any one was killed on the oil train. After the accident, the uninjured cars were moved from the scene of danger, and the passengers clustered in them for shelter, and remained all night. The bridge was built about a year ago. The telegraph wire was under the bridge, and when the bridge was burning could not be used, so that communication was kept open to Fishkill by means of an engine.

ANOTHER ACCOUNT—TOUCHING INCIDENTS.

As soon as the intelligence of the desaster reached New Hamburg two fire engines were hastened to the scene, and by their aid the flames were soon subdued, and search was begun for the bodies of the inmates of the Buffalo car. Horrible indeed was the spectacle as one after another the charred and mangled bodies was brought forth.

By 12 o'clock all the bodies had been found except that of Simmons, the engineer. They were placed in a baggage car, and a fire was built to thaw the frozen clothing. It was almost impossible to identify them, as in many cases the faces were so burned that scarcely a feature remained. The conductor of the sleeping-car could only be identified by the diagram containing the names of his passengers. When, among the rest, the body of a woman with a child grasped closely in each arm was drawn out, a gentleman who had been walking frantically to and fro since the disaster at once recognized them as his wife and children.

He said that just before the collision he left his family to go to the smoking-car, and had hardly stepped into the adjoining car when the shock came and separated them from him forever. One of the children was wrapped closely in a shawl and was not burned at all, though it had been drowned. The other, as well as the mother, was very badly burned about the face and breast.

At 12 o'clock the bodies which had been found, nineteen in number, were conveyed to Poughkeepsie, and there placed in coffins to await identification. Throughout the afternoon there was a large throng of persons congregated about the wrecks, and search was continued for the body of Engineer Simmons. At one time it was rumored that a car containing forty passengers had been noticed in front of the last sleeping car as it passed New Hamburg, and that this, with its living freight, was under the ice. This for a time created a new panic in the already excited village, but it was soon discovered to be unfounded.

Many and sad were the stories related by those who had escaped. One gentleman said that he had started for the West with his wife, and all of his property, consisting of $10,000, intending to settle there. Wishing to speak with a friend in a rear car, he left his wife for a moment, but before he could return the collision came, and he did not see her again till her mangled and disfigured body was taken from the ruins. A lady said she was on her way to Buffalo with two sisters, and wishing to make some arrangements with friends in the rear car, went back, and had barely escaped from the car when the explosion took place.

STATEMENT OF MR. HUNT, OF ALBANY.

John G. Hunt, who was a passenger on board of the train, says:—"It appears that one of the cars attached to the oil train, the second one from the engine, had a wheel broken, and the engineer was endeavoring to stop on approaching the bridge, but was unable to do so, and, in consequence, on arriving at the bridge the engine and first car ran off into the creek, leaving the second car stretched across the track on which the Pacific express passenger train, bound north, was running.

No signal or anything was shown to warn the express, which, in a few moments, came along at full speed, running into the oil car, the force of the collision exploding and setting on fire the oil, and precipitating the engine and baggage car from the bridge through the ice into the creek below. The sleeping car, following the baggage car, was dragged about half way off the bridge. The fire from the burning oil, which was strewed around on the ice in every direction, speedily communicated to and totally consumed the baggage and sleeping-car, with every soul on board, spreading from thence to the second sleeping-car, which still remained on the track, the passengers fortunately escaping in time, some losing their clothes in the hasty departure.

The passengers and employes, in the remainder of the train, immediately on feeling the shock, ran out, and the scene which met their eyes was of the most terrible description. The ice was completely covered with a sheet of flame, and in its midst, almost entirely enveloped, lay the baggage and sleeping cars. The blazing oil, too, had floated along the ice, and where the ice was broken on the surface of the water, to where several sloops and fishing boats lay frozen in, and set fire to them, but the inhabitants of the vicinity extinguished the flames.

The excitement usually attendant upon such scenes was not witnessed on this occasion, for every one seemed cool and collected. One body, supposed to be that of Vosburgh, the conductor, was pulled from the sleeping-car, and presented a sickening appearance, one leg being consumed, and the rest of the body so blackened and charred as to be unrecognizable. The fireman of the express train, on seeing the impossibility of avoiding a collision, jumped off, having previously advised the engineer to do the same; but the latter refused, saying he would go on through with his engine. He must have been burned to death, as he was precipitated in the midst of the burning oil.

The bridge is a draw, and the distance from it to the ice below was scarcely six feet. As soon as possible the remaining sleeping cars and passenger-coaches were detached and taken out of danger. One instance of remarkable coolness is related. A gentleman occupying a berth in the centre of the second sleeping-car, on being aroused, waited until he had completely dressed himself, in every particular, even hunting up his overshoes and putting them on, before leaving, by which time the forward end of the car was in flames.

Recognizing the Dead—Brutality of the Bystanders—Robbing the Slain.

POUGHKEEPSIE—Midnight.—All the bodies recovered up to this time have been brought to this place, and all but two identified. The city is full of the friends of the victims, and the scenes at the undertaker's when the bodies are brought in are truly heartrending as the mourners answer and identify the loved ones by the articles found on them, for in most cases other recognition is impossible, so much are they mutilated. Rough pine boxes have been made, into each of which a corpse is placed, and the undertaker and his assistants are busily engaged in washing and preparing the corpses for burial.

THE IDENTIFIED BODIES.

The names of those who have been identified thus far are:—

Mr. and Mrs. Rease, of Buffalo.
Mr. Foot.
Mr. Thompson.
Mr. George Benedict, editor of the Cleveland *Herald*.
The Reverend Morrell Fowler, wife, and three children.
A. A. Gillett.
Dr. S. J. G. Nancrede, No. 153 Sixty-first street, New York.
George F. Thompson, No. 47 Wall street, New York.
James Safford.
David Simmons, the engineer of the train.
Lawrence Moore, brakeman.
Mr. Vosburgh, the conductor, and a negro, the porter of the sleeping car.

There is also another body not yt identified, but supposed to be a man named Curry.

HORRIBLY MUTILATED.

Of all the bodies in the undertaker's office that of Mr. Nancrede is the most horribly mutilated, his head and one arm being entirely burned off. The others were all more or less mutilated, and presented a sickening sight. Mr. Nancrede's watch was found on his person, and had stopped at 10 26 o'clock, showing the exact time at which the accident took place.

The unfortunate gentleman was on his way to St. Catharines for his health; he was formerly of Philadelphia. The family of the Rev. Mr. Fowler were taken to Mr. Nelson's, another undertaker, where they are being prepared for transmission to their friends. Their bodies are in a better state of preservation than most of the others, they being only injured about the face. Their bodies having probably been covered by the bedclothes escaped mutilation, and their deaths had evidently been caused by suffocation. Mr. Fowler was formerly in charge of the Episcopal church at Batavia, which he was obliged to leave on account of ill health, and where he was much beloved and respected by all.

There were some very remarkable escapes from the train. Mr. Farwell and wife were in the second car, and sprang out, saving their lives, but leaving a valuable watch and $800 behind them.

Many who were saved complain bitterly of the brutality of the railroad employes and of the people who were employed in getting out the bodies. There did not appear to be any one in authority, and the

TRUNKS WERE BROKEN OPEN

and pilliaged by wholesale. Nor was this all. One of the unfeeling got a book of written sermons, probably belonging to the unfortunate Mr. Fowler, which he read aloud amid the jeers and laughter of the unfeeling crowd. Articles of female apparel would be pulled out of the trunks, and held up to view in sport, and the bodies themselves were roughly fished out as if they were so much carrion, and then a rope was passed round them and

THEY WERE DRAGGED OVER THE ROUGH ICE

to the car, which was some distance off the rough edges of the ice cutting into their flesh, and marking their track with blood, which will account in part for the mutilated condition of the bodies. From all accounts the railroad people did nothing except commence the work of repairing their bridge, and the surviving passengers were left to care for themselves as best they might.

THE BRAVE ENGINEER WHO DIED AT HIS POST.

The following history of the engineer who so nobly and courageously met his death at his post was given to a reporter by a fireman named Dewey, who lately served under him. "Tiger" E. H. Simmons, he said, was born in New York in 1833, and has been railroading for twenty-five years. He commenced as fireman on the Harlem Road. He was witty and kind, and was the life of the road. Before he took to the road he worked on the four-pipe steamboat Francis Skiddy. His father was physician in the Tombs for twenty years. He was known over the whole State, and also over the Western States, and wherever he went, without exaggeration, he was liked and beloved. The men were as fond of him as a brother, God knows. It is supposed he was in the cab, with the engine atop; he undoubtedly reversed the engine, and gave her steam to hold fast, as he always did in similar cases. He was a man of great courage. Once a fireman thought a collision inevitable at Yonkers, so said Good by, doctor, I'm a-going to jump." "All right, my boy, go it; but I don't leave my post, come what will"—and fortunately no accident took place. There was not another such a whole-souled chap on the road. None of us dare go near his house; we are afraid to face his poor wife. She is heart-broken, and loved him intensely. Lord have mercy on the poor soul!

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Wednesday, Feb. 8, 1871.

The money supply in this market continues abundant and accessible on easy terms to good borrowers. The demand for call loans from the brokers is quite active, owing to the temporary stir in speculative circles. There is an unsettled feeling in the specie market owing to the disturbed condition of Europe, tending to demoralize some departments of trade, but no serious inconvenience is anticipated from this cause. We quote on call at 5 to 6 per cent., and on choice commercial paper at 7 to 8 per cent. on the street. The banks are supplying their regular depositors with all they want at 6 per cent.

Gold ranged from 110⅝@110¾, and Government bonds continue steady at last night's figures.

Stocks were active but not quite settled. Sales of State 6s, second series, at 105½; old City 6s sold at 101¼, and new do. at 101¼. The ante-war issues brought 102. Sales of Lehigh gold loan at 88½, b. o.

Reading Railroad was in demand, with small sales at 49¼; Pennsylvania was weak, with sales at 61¼@61¾; Little Schuylkill sold at 43¾; Elmira preferred at 40; Camden and Amboy at 117½; and Oil Creek Valley at 46¾@46⅝.

In canal shares there were sales of Schuylkill preferred at 17¼, and Lehigh was weak at 34½@34¾.

Miscellaneous shares were quiet. 23 was bid for Thirteenth and Fifteenth Streets Railway and 16 for Hestonville.

PHILADELPHIA STOCK EXCHANGE SALES,
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$200 Pa 6s, 2 se.....105⅝		30 sh Phila Bk.....161½	
$4000 City 6s, Old...101¼		44 sh Penna R.....61¾	
$7,000 City 6s, New...101¾		200 do.....s30. 61½	
$1000 C & A m 6s,'89 96¾		100 do.....61½	
$1000 N Penna 6s... 98½		300 do.....61½	
$2000 do.....98		200 do.....61¼	
$500 N Pa 7s.....95½		300 do.....61¾	
$4000 Wilm & R R 7s 94		13 sh Lit Sch RR.. 43¾	
$1000 Ph & E 7s..b5. 87½		29 sh Elmira Pf.... 40	
$6000 O C & A R 7s.. 81½		300 sh Leh Na..b30. 34¼	
100 sh Read R..b30. 49¾		20 sh C & A R.....117½	

BETWEEN BOARDS.

$6000 City 6s, New.101¼		1000 sh Read R..b60. 49¼	
800 sh Reading R... 49½		100 sh Penna...b30. 61½	
1400 do.....b30. 49¾		100 sh Penna R.....61¾	
1100 do..... 49¾			

MESSRS. WILLIAM PAINTER & CO., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881s, 113⅛@113½; 5-20s of 1862, 111⅛@111¾; do. 1864, 110¾@110½; do. 1865, 110⅛@110⅜; do., July, 1865, 109⅛@109½; do., July, 1867, 109⅛@109½; do. July, 1868, 109⅛@109⅜; 10-40s, 109⅛@109⅝. Gold, 111¼@111⅜. U. S. Pacific R. R. Curcy 6s, 111⅛@111⅜.

NAIN & LADNER, BROKERS, report this morning Gold quotations as follows:—

10·00 A. M.....111¼	11 55 A. M.....111¾
10·07 " 111¾	

Philadelphia Trade Report.

WEDNESDAY, Feb. 8.—Bark—In the absence of sales we quote No. 1 Quercitron at $30 ₱ ton.

Seeds—Cloverseed is scarce and firm. Sales at 11@11¼c. ₱ pound. Timothy is nominal at $6@6·25. Flaxseed, if here, would command $2·15.

The Flour market is steady, but there is not much activity. The demand is mostly from the home trade, whose purchases foot up 500@600 barrels, including superfine at $5·50@5·62½; extras at $5·75@6; Wisconsin and Minnesota extra family at $6·75@7·75; Pennsylvania do. do. at $6·25@6·50; Indiana and Ohio do. do. at $6·75@7·75, and fancy brands at $8@9·50. Rye Flour may be quoted at $5 75.

The Wheat market is quiet and prices are not so firm. Sales of 3000 bushels at $1 60 for Indiana red; $1 55 for Ohio do.; and $1·60@1·62½ for Ohio and Indiana amber. Rye may be quoted at 97c.@$1 for Western. Corn is dull. Sales of yellow at 78@80c., and Western mixed at 77@78c. Oats are unchanged. 1400 bushels Pennsylvania sold at 60c.

In Barley and Malt no sales were reported.

Provisions are held with considerable confidence, but the transactions are unimportant.

Whisky is dull; 50 barrels Western iron-bound sold at 94c.

SECOND EDITION

TO-DAY'S CABLE NEWS.

A Successor to Gambetta

London Gifts to Paris.

The German War Loan.

Insurrection in Algeria.

Solution of the Eastern Question.

The Situation in France.

The English Parliament

Speech of the Queen.

Friendly Tone Towards the U. S.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Victoria's Speech to the Parliament.

LONDON, Feb. 7.—I have obtained a skeleton of the Queen's speech to be delivered before Parliament to-morrow. Her Majesty congratulates Parliament on the peaceful relations existing with all countries, and the prospect of a satisfactory settlement of pending questions with America. She believes the London Conference will result satisfactorily to the signatary powers. She laments the continuance of the war between Prussia and France, and trusts that the armistice will result in peace. She is anxious to render her friendly offices to the belligerents, and will take every opportunity to do all in her power as a neutral for the restoration of peace and the re-establishment of interrupted trade. She announces the contemplated marriage of the Princess Louise, recommends the Ballot, University, and Scotch Education bills, and the reorganization of the army on the basis of a large increase in the reserves, the improved organization of the regulars, especially of the artillery and engineers, a strong militia, and an improved volunteer army.

The London Press on the Situation in France.

LONDON, Feb. 8.—The *Times* of to-day, in an editorial upon the situation, says:—"All information received from Paris indicates a longing for peace at any price."

The *Daily News* says "the Parisians will vote to-day in entire dependence upon the good faith of the Germans. It is impossible to comcomplete negotiations for peace between the meeting of the National Assembly and the 19th, when the armistice expires, and when the fighting may be resumed." "It is said," continues the *News*, "that the German preparations to overrun the whole of France, in that event, are of the most formidable character."

New French Minister of the Interior.

BORDEAUX, Feb. 7.—A decree appears bearing date of the 6th inst., appointing Emmanuel Arago Minister of the Interior.

London Gifts to Paris.

LONDON, Feb. 7.—Fifty railway wagons laden with provisions entered Paris on the 31 inst., all bearing the inscription "London gifts to Paris."

Yet Another Prussian Victory.

BRUSSELS, Feb. 7.—The *Independance Belge* has a telegram from Lyons which says that General Cremer, with one division of the French Army of the East, effected a retreat from Pontarlier to Gex, but was obliged to spike and abandon forty guns to the Prussians.

An Insurrection in Algeria.

BRUSSELS, Feb. 7.—*Le Francais* of to-day asserts that an insurrection has broken out in the province of Constantine, Algeria.

The German War Loan.

BERLIN, Feb. 7.—A decree has appeared increasing the amount of the issue of the July loan from eighty millions to one hundred and five millions of thalers.

Italian Guarantees.

FLORENCE, Feb. 7.—In the Chambers to-day an announcement was made by the Government that negotiations were still pending with Tunis. Italy insists upon the satisfaction of her just demands and guarantees for the future.

The London Conference.

LONDON, Feb. 7.—The Eastern Conference met again to-day, with representatives in attendance from all the cosignatary powers except France. Upon its adjournment assurances were given out that a

Pacific Solution of the Entire Eastern Question

had been attained.

LONDON, Feb. 8.—The Brussels correspondent of the *Telegram* says that Odo Russell, the British representative at Versailles, has been instructed to sustain the demand made by France for an

Extension of the Armistice.

Its prolongation is expected.

M. Carnot,

the Commissioner for the defense of Normandy, has resigned. The Prussians, under

General Von der Tann,

occupy the most of Burgundy.

General Pellissier,

on the 5th instant, evacuated Lons le Saunier.

This Morning's Quotations.

LONDON, Feb. 8—11·30 A. M.—Consols 92¼ for money and account. American securities are quiet. United States 5-20s of 1862, 90¾; of 1867, 89¾; of 1865, 90¾; 10-40s, 89¾. Erie Railroad, 18; Illinois Central, 109; Great Western, 28.

LIVERPOOL, Feb. 8—11·30 A. M.—Cotton opens dull and is tending downwards. Middling uplands, 7¾d.; middling Orleans, 7¾d. The estimated sales to-day are 10,000 bales. Breadstuffs quiet.

FRANKFORT, Feb. 8.—United States bonds, 95¾.

FROM NEW JERSEY.

The Country Safe—Jersey Ratifies the Fifteenth Amendment.

TRENTON, Feb. 8.—The House this morning ratified the fifteenth amendment by a vote of 34 to 24. It now goes to the Senate.

FROM NEW ENGLAND.

BOSTON, Feb. 8.—The

Brazen Relief Fund

in this city now amounts to $52,000.

FROM NEW YORK.

Death of Henry Steinway, Esq.

NEW YORK, Feb. 8.—Henry Steinway, founder of the house of Steinway & Sons, died yesterday.

Fire in Brooklyn.

NEW YORK, Feb. 8.—At 3 o'clock this morning a fire broke out in Liebman Brothers' malt house, Brooklyn, which was totally destroyed, with its contents. The damage is estimated at $30,000. The origin of the fire is unknown.

Specie Shipment.

NEW YORK, Feb. 8.—The export of gold to-day amounts to $387,000.

The Railroad Calamity.

NEW YORK, Feb. 8.—A bridge has been constructed at New Hamburg, and all the trains on the Hudson River Railroad will run regularly again to-morrow morning.

Fatal Coasting Accident.

Two little children of Mr. Troyford, of New Brighton, Staten Island, were so injured while coasting in a sled last evening that one died and the other is in a critical condition.

GREAT FIRE IN PITTSBURG.

Devastating Conflagration—Locomotive Works Burned—26 Families Homeless.

The Pittsburg *Chronicle* of last evening says:

About fifteen minutes past 5 o'clock this morning a fire broke out in a small frame stable on Chesnut alley, near Third street, South Pittsburg, which resulted in one of the most destructive conflagrations which has ever visited the South Side. The alarm was given promptly, but owing to a deficient supply of water the flames spread with fearful rapidity, and were not checked until nearly the entire block, bounded by Third street on the west, Bingham street on the north, Carson street on the south, and a small private alley on the east, was in ashes. Included in the buildings burned were twenty dwelling-houses, occupied by twenty-eight families, and the extensive locomotive works of Messrs. Smith & Porter, which was a structure three stories in height, having a front of forty feet on Bingham street and extending back to Chesnut alley a distance of one hundred feet.

THE ORIGIN OF THE FIRE.

How the fire originated has not been ascertained, but it is supposed to have been the work of an incendiary. The loft of the stable was filled with hay, and as soon as the flames reached it, the fire burned with great fierceness. The building was immediately adjoining Messrs. Smith & Porter's

LOCOMOTIVE WORKS,

and in a very few moments the flames had communicated to that establishment, which, being entirely of frame, rendered the almost superhuman efforts of the watchmen and employes to save the building of no avail. The firm had taken every precaution to guard against fire, and had also provided hose to be used in such an event. All these precautions, however, failed to prevent the total destruction of the building, together with all the valuable machinery, finished work, stock, and tools. It is impossible to give an inventory of the materials on hand, but the firm had made preparations for an extensive trade during the present year, and consequently had their establishment well filled with stock. The boiler-room, blacksmith shop, etc., were on the first floor. On the second floor was the finishing-room, and on the third were the pattern shop and wood department. Some twelve locomotives, nearly all of light weight, were in various stages of completion, and one was so far completed that arrangements had been made for shipping it to Wilkesbarre, its destination, in a day or two. These engines, together with a large stock of valuable patterns, were all destroyed, as was also the machinery, as stated above. The total loss is estimated by the firm at $70,000, on which there was an insurance of about $30,000.

THE SPREAD OF THE CONFLAGRATION.

The heat from the burning works was, of course, intense. The large, high building was a mass of flame rendered the more intense by the quantity of oil that saturated much of the wood work. From this burning centre the fire spread in all directions simultaneously, and dwelling-houses fronting on Third street, on Bingham street, and on both sides of Chesnut alley, opposite and above the locomotive works, took fire almost at the same time, and apparently without the immediate agency of sparks and brands, but from the mere neighborhood of the flaming mass near them. The utmost consternation prevailed on all sides. Twenty dwellings were in flames, and not less than twenty-eight families deprived of homes, and much of their household goods were in the streets, together with other families whose homes were in imminent danger.

LOSS AND INSURANCE.

It is impossible, as yet, to ascertain, in exact figures, the amounts of loss and insurance. The loss of Messrs. Smith & Porter is estimated at about seventy thousand dollars. On this they had $30,000 insurance, distributed among the following companies, $2500 in each company:—Western, of Buffalo, N. Y., Narragansett, of Providence, R. I., Liverpool, London, and Globe, International of New York, Pacific of California, Corn Exchange, of New York, Cleveland Insurance Company, North American of Philadelphia, Hartford of Hartford, Conn., Hanover of New York, and the Delaware Mutual, of Philadelphia.

The losses and insurance of the owners of the rest of the houses and the tenants of the buildings could not be ascertained, but will probably reach $150,000.

INCIDENTS.

While the fire was in progress the wall of Mrs. Cunningham's house, on the south side of Chesnut alley, fell outward, and Captain James Conway, of the Mechanics' Hose Company, who was standing directly under it, had barely time to escape being crushed beneath the falling wall.

One woman, who entered one of the burning houses to help carry out some of the furniture, heard the cries of a little child in the upper story. She hastened up there and found a baby lying in the bed. Snatching the little one in her arms, she had barely time to escape with it before the flames cut off her egress.

NEW YORK LYNCHERS.

A Man Tarred and Feathered—Verdict, Served Him Right.

A correspondent of the New Paltz *Times* writes from Bengall, Dutchess county, giving the following description of the tar and feathering case which occurred in that town:—Some three weeks ago a man by the name of Williams, from Fishkill, visited our locality and eloped with the wife of "Grip" More. They visited Newburg and other places, and lived together as man and wife. On Tuesday last a constable by the name of Cyrus Houghtaling went after the runaways and succeeded in bringing them back. The wife and her paramour immediately repaired to the home she had deserted at McIntyre Station, on the Poughkeepsie and Eastern Railroad. On her arrival she informed her husband that she had procured a divorce and that she was no longer his wife, causing him to go up stairs and retire alone, while she enjoyed the company of her seducer.

The neighbors, learning these facts, decided to rid the community of the presence of Williams. So on Wednesday evening a party of men in disguise went to More's dwelling. Finding the culprit there, they, after divesting him of his wearing apparel, dragged him naked through the snow about twenty yards, and then clothed his body with a coat of tar and feathers. He was afterwards ordered to leave the place immediately. The woman attempted her lover's rescue, and she received a portion of the tar in her face and hair. After the modern Ku-Kluxes had departed, the injured husband furnished another suit of clothes to the despoiler of his home. Williams also had the impudence to ask More for money, and while the latter was engaged in counting it out the former seized the pocket-book and made off. In the same was some $18 and a note for $400.

What makes the whole affair appear of a hellish nature, Mrs. More is the mother of five children, the youngest not quite a year old, and her husband a timid, hard-working, and saving man. This case makes the fifth that wives have abandoned their husbands during the last twelve months in the town of Stanford, and the people are heartily tired of such actions; hence have evoked the aid and counsel of Judge Lynch.

LEGAL INTELLIGENCE.

The Robbins Scandal.

Court of Common Pleas—Judge Peirce.

The trial of Robbins vs. Robbins was resumed this morning. The proceedings are very slow, and the case has already spun itself out to a length much exceeding the calculations of all parties concerned.

Mr. George W. Fetter was recalled to the stand and cross-examined, and said—I remember no occasion when I saw Mrs. Robbins alone at Twentieth and Green; I do not remember any occasion in the spring of 1865 when I went to Twentieth and Green and was let in by Mrs. Robbins; I did not at any time call and see Mrs. Robbins alone in the hall and kiss her; I visited the house at Tenth and Green, but do not remember seeing her alone but once there, when I went to deliver a package my wife had sent, and I merely stood on the doorstep and handed it to her; on the morning of the separation I called at Mr. Robbins' house about 8 o'clock in the morning, and saw Mrs. Robbins and her mother; I was told of the difficulty; I think I stayed about ten minutes, maybe I stayed longer, to hear the details of the difficulty; I called to see Mr. Robbins at his father's house on the evening of the next day, November 30, but did not see him; I called again on the 1st of December, and saw him; his mother was in the room weeping, with a handkerchief to her face; I think he came up and shook hands with me; as soon as I said I had heard he had mentioned my name in connection with the difficulty between himself and wife, his manner changed, and he became excited; I can't give what he said because I do not remember; I made several efforts to get him to talk reasonably on the subject, but saw no hope of success, and left; I did not at any time upon that occasion fall back or retreat towards the door with Mr. Robbins advancing on me; I said "good morning" to him and his mother as I left the room; this was about 9 o'clock in the morning of Friday, December 1, 1859; I next saw him in January following, this was by legal advice; I had not seen Mrs. Robbins or heard from her up to this time; I told my wife a letter had been written to Mrs. Robbins about this matter by my counsel; I kept a copy of the letter; when I saw him at his office and again spoke of this matter, he said he supposed I wanted to sue somebody; I told him I intended to remove the aspersions from my character if possible; he denied having made any charges against me, but said his wife had made them; I could sue her and he would appear against her; I do not know where Carlton street is; I was never in it; I know where Wood street is.

Re-examined—On the morning of the separation, when I saw Mrs. Robbins, I don't think I stated to her the object of my visit; I had a message from my wife for Mrs. Robbins, but did not deliver it; I have read none of the respondent's testimony except that of my wife; I carefully avoided reading any of it; I did not see Mrs. Robbins or consult with her concerning her letter before I received her reply.

William M. Levick sworn—I am a member of the bar; in 1865-6 I was a member of the Board of School Control from the Twelfth section; I went with Mr. Fetter to Mr. Robbins' office in the early part of the year 1866 and saw Mr. Robbins; after being introduced to Mr. Robbins I told him I was a member of the Board of School Control and one of the Committee of the girls' High Normal School, of which Mr. Fetter was principal, and I had heard reports prejudicial to the character of Mr. Fetter, which reports I had traced to him, and I felt it my duty as a member of the committee to ascertain whether they were correct; if so, I wished to bring the matter officially before our committee; he said he had never made any charges, nor did he intend to make any, but said his wife had made charges; Mr. Fetter denied the truth of the charges; he met Mr. Fetter in a gentlemanly manner; something was said about bringing suit, and he said he would be willing to appear; I have not seen Mr Robbins since to know him.

Cross-examined—I do not remember Mr. Robbins calling Mr. Fetter a liar; nothing of the kind occurred; everything was quiet and gentlemanly.

Charles E. Elms sworn—I am an insurance agent at No. 411 Walnut street; in 1864 and 1865 I was clerking in the Philadelphia National Bank, and was there for fifteen years, and left on account of failing health; I am a married man; was married May 8, 1849, to Miss Fanny H. Northrop, who at that time resided in Walnut street, below Sixteenth; I now reside in West Walnut lane, Germantown; in 1864 and 1865 I lived in Germantown; I have one daughter, now in her twentieth year; my wife is now living; I became acquainted with Mr. Robbins in the spring of 1855; he and my wife are in some way related to each other; I first saw him when he called to see my wife one afternoon and told her he was engaged to be married; I first met his wife when she came to my house as a bride in 1855, in May; I have never had any improper intimacy with Mrs. Robbins; she never committed adultery with me; I have never been with her in any house in Wood street or any improper house anywhere.

Cross-examined—I have been alone with her twice, once in 1855, when they were living in Tenth street; this lasted about five minutes; the second time was some while afterwards; I don't remember the date; I was boarding in the country, and myself, wife, and daughter had been invited there to tea; I saw her then alone about three minutes; I saw her a third time when I called to settle a small milk bill which I left unpaid when I went from the neighborhood, and which I understood Mrs. Robbins had paid for me, the same milkman serving us both; I refunded her the money, and after a few words of conversation I left; those are the only occasions I remember ever to have seen her alone. In 1855 or 1856, in the summer, on one of these occasions I have mentioned, I got to his house about two minutes before him and was sitting by the parlor window when he came in; she had been there, and got up and went out, saying to me, "Don't tell Charley I was here," and when Mr. Robbins came I told him his wife was up stairs, and I had just that moment come in; I don't remember saying I had not seen her; I admit evading his question without any cause; I had a reason for doing it; hearing that Mr. Robbins was always a jealous man I obeyed her instructions on that account; I don't know why I should have done so, but the only explanation I can give is that it was the work of a moment and I hadn't time to think; Mrs. Robbins had just closed the back door when he opened the entry door and said, "Where is Sally?" and I said, "She is upstairs, I just got here this moment;" I had been sitting by the window and she upon a sofa; the first time I saw her alone was in the morning; I was at breakfast when I was sent for; the second visit was the one I have just spoken of when we were in the parlor; on the first visit I went to take a letter down town that he had forgotten; the second time I expected to find him at home, and asked for him at the door; I never said to Mr. Robbins' father that I knew Mrs. Robbins was a bad woman or a liar; never thinking so, I never said so; I say emphatically no; it's not my style to call ladies liars; I remember saying only that I could not believe Mrs. Robbins would make such statements concerning me as her husband had charged.

Re-examined—When I went to get the letter I was alone with Mrs. Robbins only while I passed through the parlor to get the letter; my wife was standing in the threshold of the door; on the other occasion Mrs. Robbins had just taken her seat when he came; I had not heard his approach until he opened the hall door; after the separation Mr. Robbins called on me at my place of business, January 20, 1866, called me out and said, "Do you consider yourself a truthful man?" I said yes, and why did he ask? he said he had some questions to ask me if I would answer; I said I would if I could; he then asked me if I had ever had criminal intercourse with his wife; I was so shocked, I asked him to repeat it, and answered, "Never, sir;" he then said something about a bath-room; I felt my head swimming from the great shock to my bank reputation and Christian character; I told him to leave me, I would see him in the future; I think he left then; I fainted; I had an organic affection of the heart; some two weeks afterwards I called on him and asked him to repeat those charges he had commenced in the bank; he said, "I make no charges, my wife told me these things;" he repeated them then in full and I afterwards wrote them down; he a so said at that interview, "Confess to these things and you will hear no more of them;" I told him I could not and would not confess to a lie; I became excited and don't remember what else occurred; he became very violent; I left him then, wrote down these charges, and by advice of counsel sent them to my wife to his wife, which she denied, and I did not go to him again.

The case is yet on trial.

NOTE.—In reporting Mrs. Robbins' testimony yesterday, we, by mistake, wrote Mr. Grayson and wife instead of Mr. Wilson and wife where the names of persons at an evening party at Mr. Fetter's were given.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

A NEW PATH TO THE PACIFIC OCEAN.

From the N. Y. Tribune.

It is pleasant to note that, while Europe trembles and quivers in the agonies of war and threatened wars, our American people are quietly pushing our national enterprises in every direction. The triumph of American genius and skill in the development of our country's resources forms an enviable record in our national history. The building of the present Pacific Railway was not only important and memorable, but has been a gain to the Government. It has been estimated that the saving in transportation of troops, mails, and war materials, and the whole economy of the service, as compared with the clumsy and expensive wagon and stage-coach methods, is great enough to compensate the Government for its subsidies and endowments in lands and bonds. This does not take into account the social and political advantages of connected railway communication between the great commonwealths of the Atlantic and the Pacific. Our far-seeing philosophers, who prophesy a division of the republic into minor republics, make no account in their calculations of the railways and telegraphs. There are material and indissoluble bonds of union. New York and San Francisco are as near in point of time as New York and Brooklyn, and as accessible as Boston and Savannah in the colonial days. Every road across the continent is another artery in the life of the Union.

For these reasons—material as well as political—we are disposed to regard with a special favor the enterprise which has already been submitted to the people by Jay Cooke & Co., and which is known as the Northern Pacific Railway. It is not merely a railway enterprise, for it has a national value, and comes to us with unusual support. Mr. Cooke himself is so well known in America and Europe from his success in the negotiation of our war bonds, that his name has a prestige of uncommon value, and gives the bonds a new assurance, if such could be needed, of their stability and solvency. It seems a large sum to raise—this hundred millions of dollars. It is no more stupendous and impossible than it was to place Mr. Chase's early loans, when Wall street frowned upon our credit, and compelled the Secretary to hunt for a purchaser at every sacrifice. We have means enough to build this road and to spare, and the duty of accomplishing it is national and patriotic. The Northern Pacific, as the scheme is presented by Mr. Cooke, proposes to run from Lake Superior to the Pacific Ocean. It will traverse, for two thousand miles, Minnesota, Dakota, Montana, Idaho, Oregon, and Washington. It is endowed with a land-grant of more than fifty millions of acres—the most imperial endowment ever bestowed upon any enterprise. The character of these lands may be easily inferred from our knowledge of the country. America has no fairer and richer acres than those of Montana and Idaho. It is the country of timber and minerals—of wheat-bearing acres and streams. The temperature is mild—so mild that the roses grow late in the winter in Oregon; the cattle roam over the hills in winter without shelter, while we read the other day that, while the snow had stopped travel between Rochester and Buffalo, there was a regatta on Lake Superior between the champion clubs of Duluth and its neighboring town.

The land-grant alone of this railway, if the lands be sold in the open market, acre by acre, for their value to settlers, after the road is constructed, would realize far more than the cost of the road. We see what a land-grant of two and a half millions of acres in Illinois did for the Illinois Central. Already, that company has realized from its lands some twenty-four millions of dollars, and, before the whole grant is disposed of, the amount will probably reach thirty millions. It is not too much to estimate that a greater part, if not all, of these lands of the Northern Pacific will be as valuable when they are put into market as the prairie-lands of Illinois. They are worthless without the railroad; with it, they are of great value.

Regarding the Northern Pacific as a national and patriotic enterprise, full of promise to the people, and opening these noble Territories to settlement, and a great step in our national progress, we wish Mr. Cooke every success in his negotiation, and the builders a speedy fulfillment of their grand undertaking. We need this road. British America wants it. The Dominion of the Canadas and the Red River will gravitate more surely to annexation with the United States if their highway to the Pacific is upon American soil. As an investment, the bond is drawn with unusual care, guaranteeing the fullest security to the holder, and becoming an investment as safe as any now offered to the people. And now let the road be built! Let the people take hold and build it, and assist Mr. Cooke in giving to the republic a new and important element of peace, prosperity, and union.

GENERAL GRANT AND THE TREASURY.

From the N. Y. Herald.

Under the feeble, deplorable, and disastrous administration of Buchanan the melancholy though amusing exhibition was made to Congress of a message from the President timidly advocating a protective tariff, in the same bundle with the annual report from his Treasury Secretary, Cobb, boldly demanding the policy of free trade. The Southern oligarchy had taken possession of the administration, had reduced the President to a mere automaton, and unresistingly they carried him, with the Government and the country, into the yawning abyss of the most sanguinary and stupendous civil war in human history. There was something of a similar Southern conspiracy attempted under the administration of stout old Andrew Jackson, but, "by the Eternal," he stamped it out without ceremony. Mark the contrast between the honor and glory which belong to the name of Jackson and the ignominious failure and collapse of Buchanan. Of these two instructive examples which is to be the guide of President Grant—the lightship provided for his safety, or the false lantern of the wrecker luring him into the breakers on a lee shore?

Is this an impertinent question? We think not, but that, on the other hand, it is seasonable and appropriate, considering the want of accord between General Grant and his Secretary of the Treasury on the financial policy of the administration. For example, it is well understood that the President favors a general reduction of our taxes, and the absolute repeal of the odious and superfluous income tax, while his Secretary, in both houses of Congress, is working like a beaver to prevent any reduction of the taxes, and is especially active in urging the necessity of the continuance of the obnoxious income tax. Nor can his arguments be denied if his Treasury policy is to be continued under existing laws—his policy of keeping on hand a surplus of gold of a hundred millions or more, and paper equivalent to ten, twenty, or thirty additional millions, while reducing the principal of the national debt six, eight, ten, or twelve millions a month. But just here comes in the vital question to General Grant. Is this policy to be continued? Mr. Boutwell says yes; but the American people say no! It is due to General Grant to remember, as we do remember, that the grand leading idea of his inaugural, a rapid redemption of the national debt, was at first well received by the people. They were so well pleased with his presentation of the smallness of the debt compared with the amazing resources and wealth-producing forces of the country, that they did not care to look behind this charming exhibit of their ability to rattle off the debt even at the rate of two or three hundred millions a year without feeling it.

The tax-gatherer, however—present everywhere—and with his severe exactions upon everything, from the spoon which feeds the baby, through all the incidents and accidents of life, to the shovel which fills the grandfather's grave, has spoiled this beautiful conceit of paying off our national debt during the living generation. It cannot be done with justice to the living or the dead, and the idea must be abandoned. In all the losses, crosses, trials, self-denials, sacrifices, and sufferings of our great war for the Union, and in the grand and glorious revolution of universal liberty and civil and political equality established in the Government, we who now hold the stage of action have done our share for posterity, even if we do no more. They, too—the generations next to come—must do their duty, a duty which must be given them, of meeting their share of this national debt, as but a small price for the precious inheritance which will be ours to give and theirs to enjoy. This is the new idea of the American people, and almost imperceptibly it has spread itself all over the land. General Grant is beginning so to understand it; but his financial secretary has the film of the old Bourbons over his eyes, and he forgets nothing and learns nothing. Our recent State elections and the convulsion which has shaken and is shaking Europe to its foundations have not in the least disturbed him in his programme of maintaining our taxes in order to keep one hundred millions of idle gold in the Treasury, and to knock off one hundred millions a year from the principal of our heavy debt.

We have had enough of this folly. To persist in it, with all the lights before him, will be the ruin of General Grant and his party, and fruitful, we fear, of heavy disasters to the country. But what would we have? Any one may tear down our existing financial system as false and pernicious, but what would we build up in its place? We would abolish the notes of the national banks, upon which we pay interest to the extent of twenty millions or more a year, and we would substitute legal-tenders bearing no interest, and thus save this item of twenty odd millions. We would issue a new description of bonds, bearing the interest, say of 3·65, or a cent a day on the dollar, and furnish these bonds to the national banks, if the present banking law is to be retained, in lieu of the present bonds; and we would make these bonds under certain restrictions redeemable at every subtreasury on sight. We would reduce the idle gold in the Treasury to a reserved fund of not more than twenty or thirty millions. We would abolish the income tax absolutely, and so far prune and cut away our other taxes of the internal revenue and tariff schedules as to reduce the Treasury receipts to a margin not exceeding twenty-five millions beyond the current expenses and liabilities of the Government, including the interest on the debt.

Under these changes in our financial system, with the honesty, economy, care, and retrenchment so happily introduced by General Grant, it would be very easy to satisfy the bondholders on a reduced interest, while, in cutting down our taxation on the plan proposed to the extent of at least one hundred millions a year, all sections and all interests sharing in the relief would all be thankful. But what do we see, even on this proposition favored by the President for the repeal of the income tax? The miserable trick of a constitutional quibble between the two houses, which reminds us of their game of thimble-rig on the bill to abolish the franking privilege. We learn, too, that a member of the Ways and Means Committee, interested in the duty on salt, is threatened with its repeal, in the event of his desertion of Boutwell on this income abomination. We have, then, nothing to hope, financially, from the present Congress, which expires on the 4th of March. It has neither the will nor the time even to attempt the needful measures of relief suggested. But the new Congress, on the 4th of March, assembles close upon the heels of the exit of this Congress, and here there will be a fine opening for the President.

Let him first get a Cabinet that is a unit with the head of the administration, and that will have the confidence of the responsible party in Congress in being mainly the work of its hands in its appointment. Let General Grant, then, in a special message to the new Congress, define the urgent demands of the country and the great necessities of the people for a general reduction of our taxes, internal and external, and the folly of paying twenty odd millions as subsidies to these national banks, which it would be well to save, and the folly and injustice of saddling upon this generation the whole burden of the national debt, and we have no doubt that he will be backed by both houses, fresh from the people, in the great reforms suggested. We desire the success of General Grant's administration, because in the event of its being condemned as a failure we know not what may follow. It was supposed that Andy Johnson spoke as a madman in recommending in his last annual message the policy of considering the national debt settled and paid when the interest paid from the beginning shall be equal to the principal. But Johnson had his advisers to this course, and his followers in it have not diminished in number during the last twelve months. In a word, General Grant must bring about a reduction of our taxes during the present year, or in the next year's elections he will be apt to find that it is too late in the general upheaval of a political revolution.

THE CANONIZED BRIDGE-BURNERS.

From the N. Y. World.

There are certain things which necessity or duty, or even policy, sometimes compels a man to do which it is not pleasant to talk about. We doubt much if our neighbor, General Dix, cares to boast of having signed the death-warrant of poor Beale on Governor's Island, or if the Pennsylvania Hartranft thinks or talks complacently of putting the rope round Mrs. Surratt's neck. So when General Sheridan burned the farm-houses up the Shenandoah he had the justification of a peremptory order from his superior. It was his boasting of it as a deed of glory that damaged him. There were many other necessities of war, involving no moral wrong in the actual perpetrator, which it is quite as well to bury in oblivion, for they are not pleasant subjects of meditation. To this category of painful necessities belongs, eminently, "bridge-burning." A bridge has many peaceful, picturesque associations connected with it; and yet it is conceded that a bridge may be a military, and hence mischievous, adjunct of great importance. Over a bridge friendly neighbors greet each other, families go to their rural church, weddings to the altar, the funeral passes to the country graveyard, and the physician drives on his errand of mercy. But, then, over the bridge safely go infantry and artillery and cavalry on errands of destruction. The true soldier, who thinks of possible retreat, as every soldier ought to, never burns a bridge without a qualm, and, if his enemy is in front, rarely without a blush, for it is a confession of weakness. When, therefore, in the blessed days of restored peace, we read of "bridge-burning," and especially by wholesale, it is with something, if not of suffusion, certainly of sorrow, that such things should ever have been. Not so the paralytic parson who now misrepresents in the Senate the State of Tennessee. He thinks "bridge-burning" heroism of the highest order, and being hanged for doing it is the noblest martyrdom. Under his influence the Senate has, within a day or two, unanimously passed a bill to make liberal compensation to the widow of a man—a foreigner too—who, with others, burned bridges without stint, in a line from Bristol in Virginia to Chattanooga, and, being caught, was hanged for doing so. The bridge-burner's name was Jacob Harmon. This bill was examined by no committee; its preamble, which Senator Morton went out of his way to pronounce a model, had in it more than one recital historically false and defamatory; and yet, to oblige Brownlow, it was passed without dissent. "All the bridges," it says, "in East Tennessee, between the Virginia and Alabama lines, a distance of 240 miles, were burned in the fall of 1861, by order of General McClellan, who stipulated [these are the very words] with certain prominent Union men, then refugees in Washington," to do this secret work of destruction. "Accordingly"—we again quote—"on the night of the 6th of November, 1861, precisely at midnight, the bridges were all fired. On its part the Government pledged itself to follow up the burning of the bridges by the immediate occupation of the country by the forces under General George H. Thomas, then on the Tennessee borders." They "utterly failed" to do it, and the bridge-burners were caught and hanged. Here we detect a fling at two gallant men—one living and one dead—which we regret the Senate so unanimously endorsed, but which leads us to doubt the whole story, at least as to one of them. General McClellan may have ordered the bridges to be burned, and have good reasons for doing so; but Parson Brownlow and the unanimous Senate do not convince us that he did it in this style, or did it at all. The bridges were burned simultaneously, showing there was elaborate prearrangement, on the 5th or 6th of November, 1861. McClellan had then been nominally in command exactly six days, being appointed on the 31st of October; and we incline to think he was actually in command a still shorter time. For ourselves we do not believe that, with the thousand things nearer at hand sharply pressing upon the young soldier then, he had time to bargain with the vagabond foreign refugees who were hanging about Washington, or that having done so he would have left his agents unprotected. It sounds much more, with its intrigues and bargains and impotence, like a chapter of Cameronian history; for this was, in time, coincident with his reign. Cameron was turned out in January, 1862, and the advance into Tennessee was not till February; all which time Harmon and his confederates were left to rebel mercy and were punished in squads. For the sake of human nature we hope this is not true. The words we have quoted are from Brownlow's written speech, read formally by the clerk, while in the statutory preamble the imputation is withdrawn and the act attributed directly to "the Secretary at War"—*i. e.* Cameron. It is this preamble which charmed Mr. Morton, but which scandalized even Mr. Pomeroy, who desired it to be stricken out, and which, among other things, recites "that one Capt. David Fry did recruit and enlist as a portion of the force Jacob Harmon and his sons; that he (Fry) administered the oath to them, and there being no Bible at hand he caused them to place their hands on the Union flag while he solemnly administered the oath to be ever faithful and true to the Union," etc. etc.! Such is the trash which the Senate makes part of its solemn statutes, and such the precedent of improvident and reckless expenditure of the public money which they furnish. There are other hideous and absurd oddities in this case which our limits do not permit us to notice; the mortgage given to the lawyer—whether rebel or not is not said—the foreclosure, the prospective litigation, of which Congress agrees to pay the expense—all this we pretermit, simply saying in conclusion that, while within a month the Senate (the debate being confined to radicals) hesitated long to pay a poor loyalist whose house was destroyed by the Federal engineers to make way for the range of artillery at Fort Pillow or Paducah, they do not pause a moment to pay the speculative damages of these very equivocal bridge-burners, trying to make the job palatable by flavoring it with slander on Democratic soldiers.

THE TESTIMONIAL NUISANCE.

From the N. Y. Times.

The best and the worst of men have this much, at least, in common—that they cannot very easily dispense with the good opinion of their fellows. We should imagine, for example, that a detected thief would find the public execration, to which he is for a short time exposed, to be about the severest part of the ordeal to which he has to submit; and we should suppose that one of the chief consolations which liberty brings to him is the prospect of looking forward to the undisturbed friendship of a select circle, where his achievements obtain their legitimate meed of praise, and where the only blot on his escutcheon consists in having been found out. We can explain on no other theory but this the late outburst of sociability, fraternizing, and mutual admiration generally that has diversified the even tenor of the career of the rank and file of the cohorts of Tammany. These gentry have for some time past been treated to an amount of outspoken truth, under which, callous as they are, they have shown unmistakable signs of wincing. All the congenial obscurity under which their tortuous ways are hidden has not prevented sundry gleams of very uncongenial light from reaching them; and their indifference has been about as awkwardly assumed as that of the pickpocket who should stolidly thrust his hands into his own pockets when the bull's eye of the policeman had just made manifest their extraction from the pockets of somebody else. By way of dissipating the sneaking consciousness of what very unworthy personages they are, our local rulers have lately shown a quite unprecedented fondness for each other's society and that of their retainers. In such company obstrusive public opinion finds no entrance. The lords of the feast can smile complacently on the recipients of their bounty, and the lesser rogues can find unalloyed pleasure in contemplating the great masters of the profession, and in discussing the gradual steps that led them to that proud eminence.

The festive gatherings of Tammany that began very early in the season, and of which Monday night's levee by the "Boss" at the Metropolitan is but one of an apparently interminable series, have been pleasantly varied by a perfect eruption of testimonial schemes. The more a reflective and discerning public condemned, the more the supporters of the "Ring" felt called on to approve, and in proportion to the violence of the attack which the leaders have sustained, so great must be the testimony afforded by a servile crowd of followers, that, in their eyes at least, their reputation is exactly what it ought to be. The bigger the job the more numerous the pickings, is a first principle among the Tammany braves, great and small, and the master minds that concoct gigantic schemes of plunder are eminently deserving of the highest honors of the Pantheon. From Tweed's statue to the "elaborately engrossed resolutions" presented to Sheriff Brennan when he emerged from the chrysalis stage of Police Commissioner, there is an immense interval both in comparative and actual estimate of merit. Unfortunately for the police, however, the new Sheriff had a soul above parchment. Testimonials of a more substantial character had suddenly become the rage, and he, as one of the leading magnates, found it somewhat beneath his dignity to be so lamely recognized. His late subordinates had evidently been corrupted by the public sentiment which supposes that when a man is paid for doing his duty he is not entitled, in virtue of that fact, to any special reward. For a common policeman, that may be a good enough rule; but for a commissioner and sheriff elect, the case is entirely different. Thus it came that the beautiful engrossed resolutions were found to be so much waste paper, and the "unbounded stomach" of Sheriff Brennan could only be satisfied by the police showing "how much" they appreciated him.

Had this been left entirely to the private opinion of the force, it is probable that the result would have been rather unsatisfactory. But as the men are there rather as the appointees of Tammany than the servants of the public, it was fit that they should be left no choice in the matter. Pay-day came, and with it a request to subscribe something in recognition of the shining virtues of Judge Brennan. A "Patrolman," who has meanwhile given his five dollars—much-needed as it was to buy his wife a new dress withal—writes us with a view to know why he or any other officer should have been mulcted for this testimonial. We confess our utter inability to satisfy him on that point. Had he or any of his fellow-sufferers interrogated the clerk who presented the paper, and whose face so unmistakably hinted the penalty of refusal, we do not suppose that he would have been made much wiser. Tammany willed it, and that is about the only explanation that the plundered police will ever get, just as it is the only explanation that a plundered public has hitherto got of much greater outrages.

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Stocks bought and sold on commission. Gold and Governments bought and sold. Accounts received and interest allowed, subject to Sight Drafts.

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Having sold a large portion of the

Pennsylvania Railroad General Mortgage Bonds,

The undersigned offer the balance for a limited period at 95 and interest added in currency.

These bonds are the cheapest investment for Trustees, Executors, and Administrators.

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530 530

HARRISSON GRAMBO,

BANKER.

DEPOSIT ACCOUNTS RECEIVED AND INTEREST ALLOWED ON DAILY BALANCES.
ORDERS PROMPTLY EXECUTED FOR THE PURCHASE AND SALE OF ALL RELIABLE SECURITIES.
COLLECTIONS MADE EVERYWHERE.
REAL ESTATE COLLATERAL LOANS NEGOTIATED. [8 27 6m

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FORMERLY Smith, Randolph & Co. PHILA. & N.Y.
Bankers, 3 Nassau St. N. York
Dealers in U.S. Bonds, Members of Stock and Gold Exchanges, issue Bills on London, Paris & Germany and Letters of Credit available throughout Europe.

FINANCIAL.

A RELIABLE

Safe Home Investment

THE

Sunbury and Lewistown Railroad Company

7 PER CENT. GOLD

First Mortgage Bonds.

Interest Payable April and October, Free of State and United States Taxes.

We are now offering the balance of the loan of $1,200,000, which is secured by a first and only lien on the entire property and franchises of the Company,

At 90 and the Accrued Interest Added.

The Road is now rapidly approaching completion, with a large trade in COAL, IRON, and LUMBER, in addition to the passenger travel awaiting the opening of this greatly needed enterprise. The local trade alone is sufficiently large to sustain the Road. We have no hesitation in recommending the Bonds as a CHEAP, RELIABLE, and SAFE INVESTMENT.

For pamphlets, with map, and full information, apply to

WM. PAINTER & CO.,

BANKERS,

Dealers in Government Securities,

No. 36 South THIRD Street,

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AND

Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.
INTEREST ALLOWED ON DEPOSITS.
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.
In connection with our London House we are now prepared to transact a general

FOREIGN EXCHANGE BUSINESS,

Including Purchase and Sale of Sterling Bills, and the issue of Commercial Credits and Travellers' Circular Letters, available in any part of the world, and are thus enabled to receive GOLD ON DEPOSIT, and to allow four per cent. interest in currency thereon.
Having direct telegraphic communication with both our New York and Washington Offices, we can offer superior facilities to our customers.
RELIABLE RAILROAD BONDS FOR INVESTMENT.
Pamphlets and full information given at our office,

2 2 3mrp No. 114 S. THIRD Street, Philada.

SPECIAL NOTICE TO INVESTORS.

A Choice Security.

We are now able to supply a limited amount of the

Catawissa Railroad Company's

7 PER CENT.

CONVERTIBLE MORTGAGE BONDS,

FREE OF STATE AND UNITED STATES TAX.

They are issued for the sole purpose of building the extension from MILTON TO WILLIAMSPORT, a distance of 30 *miles*, and *are secured by a lien on the entire road of nearly* 100 *miles*, fully equipped and doing a flourishing business.
When it is considered that the entire indebtedness of the Company will be less than $16,000 per mile, leaving out their *Valuable Coal Property of* 1300 *acres*, it will be seen at once what an unusual amount of security is attached to these bonds, and they therefore must commend themselves to the most prudent investors. An additional advantage is, that they can be converted, at the option of the holder, after 15 years, into the Preferred Stock, at par.
They are registered Coupon Bonds (a great safeguard), issued in sums of $500 and $1000. Interest payable February and August.
Price 92½ and accrued interest, leaving a good margin for advance.
For further information, apply to

D. C. WHARTON SMITH & CO.,

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Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.
Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.
Make Collections on all points.
Execute orders for Bonds and Stocks at Board of Brokers.
Allow interest on Deposits, subject to check at sight. 19

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GOVERNMENT SECURITIES, GOLD, Etc.

DRAW BILLS OF EXCHANGE ON THE UNION BANK OF LONDON. 2 3 fmw

FINANCIAL.

Wilmington and Reading

RAILROAD

SEVEN PER CENT. BONDS

Free of Taxes.

We are offering $200,000 of the Second Mortgage Bonds of this Company

AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of

$1000s, $500s, and $100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.
The road is now finished, and doing a business largely in excess of the anticipations of its officers.
The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

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GOLD AND COUPONS WANTED.

City Warrants

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FOR SALE,

Six Per Cent. Loan of the City of Williamsport, Pennsylvania,

Free of all Taxes,

At 85 and Accrued Interest.

These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.

P. S. PETERSON & CO.,

No. 39 S. THIRD STREET,

25 PHILADELPHIA.

B. K. JAMISON & CO.,

SUCCESSORS TO

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BANKERS AND DEALERS IN

Gold, Silver, and Government Bonds

At Closest Market Rates,

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Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 26

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PARIS, LONDON, BOSTON.

No. 19 WILLIAM Street,

New York,

ISSUE

Credits for Travellers

IN EUROPE.

Exchange on Paris and the Union Bank of London,

IN SUMS TO SUIT. [1 7 3m

CITY OF BALTIMORE.

$1,200,000 six per cent. Bonds of the Western Maryland Railroad Company, endorsed by the City of Baltimore. The undersigned Finance Committee of the Western Maryland Railroad Company offer through the American Exchange National Bank $1,200,000 of the Bonds of the Western Maryland Railroad Company, having 30 years to run, principal and interest guaranteed by the city of Baltimore. This endorsement having been authorized by an act of the Legislature, and by ordinance of the City Council, was submitted to and ratified by an almost unanimous vote of the people. As an additional security the city has provided a sinking fund of $200,000 for the liquidation of this debt at maturity. An exhibit of the financial condition of the city shows that she has available and convertible assets more than sufficient to pay her entire indebtedness. To investors looking for absolute security no loan offered in this market presents greater inducements. These bonds are offered at 87½ and accrued interest, coupons payable January and July.

WILLIAM KEYSER,
JOHN K. LONGWELL,
MOSES WIESENFELD,
1 6 60tf Finance Committee.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL.

No. 126 Walnut and 21 Granite Sts

IMPORTERS OF

Brandies, Wines, Gin, Olive Oil, Etc.,

WHOLESALE DEALERS IN

PURE RYE WHISKIES,

IN BOND AND TAX PAID. 8 15d

THE FEBRUARY MAGAZINES.

"OLD AND NEW."

Old and New for February has the following table of contents:—

"Old and New;" "Pink and White Tyranny," chap. xv., Mrs. H. B. Stowe; "Porter—Humphreys—Harding," John A. Bolles; "Raphael's Saint Cecilia," T. Davidson; "Protoplasm Again," J. Elliott Cabot; "A Lady's Journey in Syria;" "Optimism," C. Palfrey; "Translations," S. R. Calthrop; "Before I Went to Brook Farm;" "The Nearer Hemisphere," W. McLeod; "An Eastern Story," Mrs. H. L. Bostwick; "Sorrento Papers," Charles D. Warner; "Practical Atheism," C. H. Brigham; "Letter from Governor Andrew;" "The Examiner;" "Record of Progress."

From Mr. Warner's "Sorrento Papers" we quote the following:—

Sea and air and land here are all kin, I suspect, and have certain immaterial qualities in common. The contours of the shores and the outlines of the hills are as graceful as the mobile waves; and if there is anywhere ruggedness and sharpness, the atmosphere throws a friendly veil over it, and tones all that is inharmonious into the repose of beauty.

The atmosphere is really something more than a medium; it is a drapery, woven, one could affirm, with colors, or dipped in Oriental dyes. One might account thus for the prismatic colors I have often seen on the horizon at noon, when the sun was pouring down floods of clear, golden light. The simple light here, if one could ever represent it by pen, pencil, or brush, would draw the world hither to bathe in it. It is not thin moonshine, but a royal profusion, a golden substance, a transforming quality, a vesture of splendor for all these Mediterranean shores.

The most comprehensive idea of Sorrento and the great plain on which it stands, embedded almost out of sight in foliage, we obtained one day from our boat, as we put out round the Capo di Sorrento, and stood away for Capri. There was not wind enough for sails; but there were chopping waves and swell enough to toss us about, and to produce bright flashes of light far out at sea. The red-shirted rowers silently bent to their long sweeps; and I lay in the tossing bow, and studied the high, receding shore. The picture is simple—a precipice of rock or earth, faced with masonry in spots, almost of uniform height from point to point of the little bay, except where a deep gorge has split the rock, and comes to the sea, forming a cove, where a cluster of rude buildings is likely to gather. Along the precipice, which now juts and now recedes a little, are villas, hotels, old convents, gardens, and groves. I can see steps and galleries cut in the face of the cliff, and caves and caverns, natural and artificial: for one can cut this tufa with a knife; and it would hardly seem preposterous to attempt to dig out a cool, roomy mansion in this rocky front with a spade.

As we pull away I begin to see the depth of the plain of Sorrento, with its villages, walled roads, its groves of oranges, olives, lemons, its figs, pomegranates, almonds, mulberries, and acacias; and soon the terraces above, where the vineyards are planted, and the olives also. These terraces must be a brave sight in spring, when the masses of olives are white as snow with blossoms, which fill all the plain with their sweet perfume. Above the terraces the eye reaches the fine outline of the hill; and, to the east, the bare precipice of rock, softened by the purple light; and turning still to the left, as the boat lazily swings, I have Vesuvius, the graceful dip into the plain, and the rise to the heights of Naples, Nisida, the shining houses of Pozzuoli, Cape Misenum, Procida, and rough Ischia. Rounding the headland, Capri is before us, so sharp and clear that we seem close to it; but it is a weary pull before we get under its rocky side.

Returning from Capri late in the afternoon, we had one of those effects which are the despair of artists. I had been told that twilights are short here, and that, when the sun disappeared, color vanished from the sky. There was a wonderful light on all the inner bay, as we put off from shore. Ischia was one mass of violet color. As we got from under the island, there was the sun, a red ball of fire, just dipping into the sea. At once the whole horizon line of water became a bright crimson, which deepened as the evening advanced, glowing with more intense fire, and holding a bread band of what seemed solid color, for more than three quarters of an hour. The colors, meantime, on the level water, never were on painter's palette, and never were counterfeited by the changeable silks of Eastern looms; and this gorgeous spectacle continued till the stars came out, crowding the sky with silver points.

—The February number of *Leisure Hours*, published by J. Trainor King, No. 501 Chesnut street, contains portraits and biographical sketches of Hon. W. A. Wallace, Speaker of the State Senate, and Hon. James H. Webb, Speaker of the State House of Representatives, with a variety of interesting stories, essays, and poetry, prominent among which is the first instalment of a story entitled "Adrien St. Armand," by Mrs. Martha Lafitte Johnson, which is above the average in merit. The story is well written and highly interesting, and it proves Mrs. Johnson to be a writer of marked ability, who will undoubtedly make her mark. It is no easy matter to write a good short story, and to succeed in this, one of the most difficult walks of literature, as Mrs. Johnson has done, certainly gives us reason to expect some good work from her pen in the future in the same line. *Leisure Hours* is conducted with much ability as a popular magazine, and we are pleased to see that it is steadily gaining upon the favor of the public. It is published at the unusually low price of $2, and is well worth that amount for the biographical sketches of prominent public men which appear in it every month.

—*The Penn Monthly* for February contains several able articles, among which those entitled "Spain and Protection," by Charles A. Eggert, and "Modern Music," by J. G. R., are especially worthy of attention.

—From J. B. Lippincott & Co. we have received *The Sunday Magazine*, *Good Words*, and *Good Words for the Young*, for February, all of which are finely illustrated, and are filled with excellent articles by some of the best English writers of the day.

—*Van Nostrand's Eclectic Engineering Magazine* for February contains a series of valuable articles selected from the best European engineering publications.

—*Our Schoolday Visitor* for February is filled with pleasant stories, sketches and verses for young readers.

—The February number of *The Coachmakers' International Journal* contains a variety of information of interest to the coachmaking fraternity.

—*The Manufacturer and Builder* for February has a variety of valuable practical and scientific articles that are worthy of attention.

NEWS SUMMARY.

City Affairs.

—Last evening a meeting of colored soldiers and sailors was held at Liberty Hall, Lombard street, below Seventh, to receive the reports of committees appointed at a previous one looking to the annual celebration of the fifteenth amendment. The reports were received, but no definite action was taken.

—Last evening, between 8 and 9 o'clock, there was an explosion of three barrels of benzine in the yard attached to the store and dwelling No. 1394 Ridge avenue, occupied by Peter Hartenstein. The house was set on fire and burned the back portion of it to the third story, and the furniture and other effects of the occupant suffered by water. His loss is about $400. The damage to the building will reach $500. The explosion is believed to have been the work of design. In attempting to extinguish the flames Mr. Hartenstein had his hands burned.

—At a meeting of the Public Buildings Commission, held yesterday, bids for the erection of a board fence around Penn Square were opened, and on motion, referred to the Committee on Contracts, and, after some further business, including the submitting of certain original plans for the public buildings by Mr. J. L. Husband, the board adjourned.

—A meeting of the representatives of the Presbyterian Alliance was held last evening at the church Broad street, above Chesnut, at which the munificent gift of Professor Saunders was accepted. The gift consists of the institute building, now occupied for educational purposes, and valued at $60,000, which the professor donates to the Alliance for the use of a Presbyterian hospital. The building is admirably adapted for this purpose, the school-rooms and dormitories being arranged in such a manner as to render them complete for hospital use without altertion.

The Alliance accepted the gift upon the stipulated conditions of the donor, which are that to Professor Saunders and his wife the sum of $2000 annually be given each during their lifetime, and in case of the death of one of them the sum aforesaid is to be given to the survivor until his or her death. The building has an incumbrance of $40,000, which the professer proposes to liquidate. The gift is a most generous one, and will immortalize the name of Saunders.

—Mr. Tryon Reakirt, the junior partner of the firm of John Reakirt & Son, wholesale druggists, has been committing a series of forgeries to the amount of $100,000. As far as has been discovered the forgeries are confined to the names of prominent wholesale druggists, and they consist of notes purporting to be drawn by them. One of them is in the name of Russell & Landis, No. 5 North Fifth street, and another is on O. S. Janney & Co., No. 41 South Front street. The investigation thus far has been confined to a very few banks, among them the Commercial, Commonwealth, and Tradesmen's banks, and Bank of Commerce. The discovery of the fraudulent transactions was made by a bank clerk as follows:—A note for $7000, emanating apparently from Russell & Landis, was deposited in a certain bank, and it was afterwards discovered that instead of the date being 1871 it was 1870. The firm was notified of the fact, when the bank clerk was informed that they had no such note out. Mr. Reakirt was sent for, and he made good the deficit and the transaction was covered up at the time, but subsequently the whole affair was exposed.

Domestic Affairs.

—The locomotive works of Smith Porter, in South Pittsburg, were burned yesterday morning, and twelve locomotives were destroyed.

—Free trade resolutions were discussed in the Ohio Senate yesterday, and, after being modified so as to favor a moderate tariff, were adopted.

—The Board of Trade of Reading, Pa., have appointed a committee to confer with other bodies who are inconvenienced and injured by the strikes of the coal miners.

—In the case of the Camden election rioters, the United States Court, sitting at Trenton, has adjourned until the 15th instant, when counsel will argue the constitutionality of the act under which one of them, Souders, was last week convicted.

—A colored man named Robinson, residing near Lockland, Ohio, becoming infuriated on Monday night, fired promiscuously into a congregation as it was retiring from church, and wounded several persons. After much difficulty he was taken into custody.

Foreign Affairs.

—The bombardment of Belfort is still going on.

—The Paris decree of the 29th of January is maintained.

—Much anarchy is beginning to be developed among the French people, and this is especially the case in Paris.

—The Prefect of Lyons on Monday reviewed a corps of 10,000 troops, all of whom were from Alsace and Lorraine.

—The German officials in France have been ordered to abstain from a strict censorship of the press while the elections are progressing.

—Members of the Government who arrived at Bordeaux from Paris telegraphed to the prefects of all the departments, on Monday night, a decree annulling the Bordeaux decrees of the 31st of January relative to electoral disqualifications as incompatible with the principles of universal suffrage.

OUTRAGE IN A SCHOOL.

A Little Boy Cruelly Whipped for Involuntary Laughing—A Dotheboys Hall in Pennsylvania.

From the Easton Express.

A young lad aged about fourteen years, son of Mr. Solomon Derr, residing on Washington street, West ward, was shamefully beaten by his teacher yesterday in the West Ward Secondary School. The boy for several years past has been afflicted with St. Vitus' dance, and at times would laugh quite heartily without any apparent cause.

Just before the close of school yesterday afternoon, the boy had one of these spells, and not having the power to stop when ordered to do so by his teacher, was rudely seized by the breast of his coat, unmercifully beaten with a hickory stick, and then taken to the head of the stairs outside the building, where he was allowed to remain in the cold while the teacher unfeelingly went home. Some of the little fellow's comrades tried to carry the boy to his home, as he was unable to walk; but not being able to do so, Mr. Derr, the father, was notified, and when he arrived at the school-house the child was found nearly frozen, his arms rigidly folded, with his head resting upon them.

Our reporter this morning noticed on the child's body the finger-marks of the brute where he grasped him, and long black stripes over the back, caused by the hickory stick. What makes the matter still worse is, that the teacher had been previously notified of the child's affliction. From the fact that the school card showed the conduct of the boy to have been No. 1 during the month just past, there is not the shadow of an excuse for the brutal conduct above d scribed.

In the name of an outraged community, we call upon the Board of Control to suspend the teacher at once until the affair is thoroughly investigated.

—One of the Boston banks has been victimized to the extent of $50,000 by an adroit forger.

—A Chicago widow who has buried two husbands insists that the law of the land entitles her to her third.

—A doctor was asked to dance the "Lancers." He declined, but expressed a willingness to lance the dancers.

—A Missouri newspaper claims that the hogs of that State are so fat that in order to find out where their heads are it is necessary to make them squeal and then judge by the sound.

—It is said that Edwin Forrest is the richest of all the American actors, being worth nearly $1,500,000; and that Joseph Jefferson and John E. Owens rank next.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Would invite attention to their large stock of

Ladies' and Gents' Watches

Of American and foreign makers.
DIAMONDS in the newest styles of Settings.
LADIES' and GENTS' CHAINS, sets of JEWELRY of the latest styles, BAND AND CHAIN BRACELETS, Etc. Etc.

Our stock has been largely increased for the approaching holidays, and new goods received daily.

Silver Ware of the latest designs in great variety, for wedding presents.

Repairing done in the best manner and guaranteed. 5 11 fmw‡

TOWER CLOCKS.

G. W. RUSSELL,
No. 22 NORTH SIXTH STREET,

Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.

Estimates furnished on application either personally or by mail. 5 25

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES, JEWELRY, AND SILVER WARE, 3 2 1y] First floor of No. 632 CHESNUT Street, S. E. corner SEVENTH and CHESNUT Streets.

EDUCATIONAL.

HARVARD UNIVERSITY,
CAMBRIDGE, MASS.,

Comprises the following Departments:—

Harvard College, the University Lectures, Divinity School, Law School, Medical School, Dental School, Lawrence Scientific School, School of Mining and Practical Geology, Bussey Institution (a School of Agriculture and Horticulture), Botanic Garden, Astronomical Observatory, Museum of Comparative Zoology, Peabody Museum of Archæology, Episcopal Theological School.

The next academic year begins on September 28, 1871.

The first examination for admission to Harvard College will begin June 29, at 8 A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools, will begin September 28. The requisites for admission to the College have been changed this year. There is now a mathematical alternative for a portion of the classics. A circular describing the new requisites and recent examination papers will be mailed on application.

UNIVERSITY LECTURES.—Thirty-three courses in 1870-71, of which twenty begin in the week February 12-19. These lectures are intended for graduates of colleges, teachers, and other competent adults (men or women). A circular describing them will be mailed on application.

THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.

For catalogues, circulars, or information, address J. W. HARRIS,
2 6 3m Secretary.

WASHINGTON COLLEGE,
VIRGINIA,
GENERAL G. W. CUSTIS LEE, PRESIDENT, WITH FOURTEEN PROFESSORS.

The Spring Term of the present season begins on the FIRST OF FEBRUARY.

The rearrangement of classes then made enables students to enter the several schools with advantage. Students entering at this time pay only half fees.

All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation.

For further information, address
WILLIAM DOLD,
Clerk of Faculty, Lexington, Va.
January 1, 1871. 1 17 6w

EDGEHILL SCHOOL
MERCHANTVILLE, N. J.,
Four Miles from Philadelphia.

The session commenced MONDAY, January 9, 1871.

For circulars apply to
3 21 1y Rev. T. W. CATTELL.

COAL.

ANTHRACITE COAL, PER TON OF 2240 POUNDS, DELIVERED.
LEHIGH—Fuanace, $7·75; Stove, $8; Nut, $7.
SCHUYLKILL—Furnace, $7; Stove, $7·25; Nut, $6·25. EASTWICK & BROTHER,
Yard, corner TWENTY-SECOND Street and WASHINGTON Avenue.
Office, No. 228 DOCK Street. 20 rp tf

SNOWDON & RAU'S COAL DEPOT, CORNER DILLWYN and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 1 18

OLD OAKS CEMETERY COMPANY
OF PHILADELPHIA.

This Company is prepared to sell lots, clear of all encumbrances, on reasonable term. Purchasers can see plans at the office of the Company,

NO. 518 WALNUT STREET,

Or at the Cemetery, where all information needed will be cheerfully given.

By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station on the Germantown Railroad, and convey them to the Cemetery and return, free of charge.

ALFRED C. HARMER, President.
MARTIN LANDENBERGER, Treas.
MICHAEL NISBET, Sec'y. 10 5 wfm 6m

Corn Exchange Bag Manufactory.
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts.

ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.

Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

REAL ESTATE AT AUCTION.

NOTICE.—BY VIRTUE AND IN EXECUTION of the powers contained in a Mortgage executed by THE CENTRAL PASSENGER RAILWAY COMPANY of the city of Philadelphia, bearing date of eighteenth of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said Mortgage

WILL SELL AT PUBLIC AUCTION,

at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by

MESSRS. THOMAS & SONS, AUCTIONEERS,

at 12 o'clock M., on TUESDAY, the fourteenth day of February, A. D. 1871, the property described in and conveyed by the said Mortgage, to wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eights southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward, crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a ground-rent of $280, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street, seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.

No. 3. All that certain lot or piece of ground beginning at the southeast corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 5. The whole road, plank road and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 3), roadway, railway, rails, right of way, stations, toll-houses and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway and relating thereto, and all the tolls, income issues and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements and materials connected with the proper equipment, operating and conducting of said road, plank road and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments, and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said company, as well at law as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE.

The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off—On No. 1, $300; No. 2, $200; No. 3, $300; No. 5, $100, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER, W. W. LONGSTRETH, } Trustees.
M. THOMAS & SONS, Auctioneers,
12 5 60t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE.—THOMAS & SONS' SALE.—Genteel two-and-a-half-story brick dwelling, No. 110 Jacoby street, between Race and Cherry streets. On Tuesday, February 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-and-a-half-story brick dwelling, with two-story back building and lot of ground, situate on the west side of Jacoby street, between Race and Cherry streets, No. 110; containing in front on Jacoby street 20 feet, and extending in depth 75 feet. It has the gas introduced, bath, etc. Terms—Cash. Possession 1st of October next.

M. THOMAS & SONS, Auctioneers,
2 4 8 3t Nos. 139 and 141 S. FOURTH Street.

PUBLIC SALE—THOMAS & SONS, AUCTIONEERS.—Well secured Ground Rent of $150 a Year. On Tuesday, February 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that well-secured redeemable yearly ground rent of $150 a year, clear of taxes, issuing out of all that lot of ground, with the three-story brick store and dwelling thereon erected, situate at the S. W. corner of Cedar and Dickinson streets, Nineteenth ward; containing in front on Cedar street 14 feet, and extending along Dickinson street 60 feet.

M. THOMAS & SONS, Auctioneers,
2 4 s 3t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE—THOMAS & SONS' SALE—Two-story Brick Dwelling, No. 2221 Carpenter street, west of Twenty-second street. On TUESDAY, February 28, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-story brick dwelling and lot of ground, situate on the north side of Carpenter street, 190 feet west of Twenty-second street, No. 2221, containing in front on Carpenter street 15 feet, and extending in depth 75 feet to a 3 feet wide alley, with the privilege thereof. The house contains 6 rooms. Subject to a yearly ground rent of $63.

M. THOMAS & SONS, Auctioneers,
2 4 s 3t Nos. 139 and 141 S. FOURTH Street.

FIRE EXTINGUISHER.

THE UNION FIRE EXTINGUISHER.

OVER FIVE MILLIONS ($5,000,000) OF DOLLARS WORTH OF PROPERTY IN THE UNITED STATES HAS ACTUALLY BEEN SAVED BY THE EXTINGUISHER

Within the past three years; while in Philadelphia alone twenty-five fires, endangering property to the extent of HUNDREDS OF THOUSANDS OF DOLLARS, have been extinguished during the past year by the same means. Our Machine is the IMPROVED CARBONIC ACID GAS FIRE EXTINGUISHER, and is indorsed and used by M. Baird & Co., Henry Disston & Son, Benjamin Bullock's Sons, Morris, Tasker & Co., Alan Wood & Co., Lacey & Phillips, Bromley Brothers, S. J. Solms, Charles Eneu, Johnson & Co., Rimby & Madeira, Francis Perot & Sons, George W. Childs, Pennsylvania Railroad Company, Philadelphia and Boston Steamship Company, Philadelphia and Southern Steamship Company, and many other of our leading business men and corporations.

CAUTION.—All parties in this community are warned against buying or selling "Extinguishers" except those purchased from us or our agents, under penalty of immediate prosecution for infringement.

Our prices have been reduced, and the Machine is now within the reach of every property holder.

N. B.—One style made specially for private residences.

Union Fire Extinguisher Company,
OFFICE, [1 28 stutfrp
No. 118 MARKET STREET.

FINE STATIONERY
AND
Card Engraving.
DREKA,
No. 1033 CHESNUT STREET,
9 13 tuths18p

GRINDSTONE HACKERS FOR TRUING stones save the stone. No dust! No delay! Iron boxes for stones. GEORGE O. HOWARD,
5 9 m6 [S]outh EIGHTEENTH Street.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc., No. 222 CHESNUT Street, Philadelphia.

DRY GOODS.

1871.

BLACK SILKS
"AT THORNLEY'S,"
EIGHTH AND SPRING GARDEN STS.

Having got through with our annual stock-taking, we now open up a splendid stock of "BLACK SILKS" very much under regular prices, and of most EXCELLENT QUALITY.

Good Black Gros Grains for $1·50.
Rich Black Gros Grains for $1·75.
Very Rich Beautiful Silks for $2·00.
Heavy, Smooth, Soft Flossy Silk, $2·50.
Sublime Quality Rich Lyons Silks, $3 00.
Superb Black Silks, Queenly, $3·50.
Most Magnificent Black Silks for $4·50.

We know that the above goods cannot be excelled in the "UNITED STATES" for quality and cheapness.

We also offer a full line of colors in

Best Kid Gloves,

Every pair of which we warrant, and if through any mishap they rip or tear in putting on, we at once give another pair instead.

JOSEPH H. THORNLEY,
NORTHEAST CORNER OF
EIGHTH and SPRING GARDEN Sts.,
2 3 thstu‡ PHILADELPHIA.
Established in 1853.

727 CHESNUT STREET. 727

POPULAR PRICES FOR DRY GOODS. STRICTLY ONE PRICE.

ALEXANDER RICKEY,
9 10 tuths No. 727 CHESNUT Street.

GROCERIES, ETC.

Choice New Crop Teas
AT REDUCED PRICES.
FINEST OOLONG, JAPAN, AND YOUNG HYSON TEAS,

Just received, which we now offer at a great reduction in prices, in half chests, 10 lb. boxes, and at retail.

Fine Old Mocha, Java, Laguayra, and Rio Coffees, at greatly reduced prices.

Owing to the late reduction in Government duties, we can now offer to our customers a large assortment of FIRST-CLASS GROCERIES at low rates.

WILLIAM KELLEY,
N. W. Corner TWELFTH Street and GIRARD Avenue,
11 10 tnstu‡ PHILADELPHIA.

ESTABLISHED 1809.

WARRANTED PURE

Old Government Java Coffee,

Roasted fresh every day, at only 35 cents per lb., or 3 lbs. for one dollar. Lovers of good Coffee, give this a trial and satisfy yourselves.

For sale only at

COUSTY'S East End Grocery,
No. 118 South SECOND St.,
2 17 thstu Below Chesnut, West Side.

N. B.—Choice Groceries of all kinds constantly arriving.

GLASS AND QUEENSWARE.

$200,000
WORTH OF
CHINA, GLASS and EARTHEN WARE
TO BE CLOSED OUT, REGARDLESS OF COST.
Gay's China Palace,
No. 1012 CHESNUT STREET,

Are obliged to close out their immense stock, in consequence of the building they occupy having been sold. The entire stock must be closed out by the 1st of April, as they are obliged to vacate the premises by that time. Below we quote prices of a few leading staple goods. Fancy goods are at a still greater discount from former prices.

White French China Dining Sets, 127 pieces	$13·00
White French China Tea Sets, 44 pieces	5·75
White French China Tea Sets, 46 pieces	6·75
Stone China Dining Sets, 98 pieces	7·75
Stone China Tea Sets (cups with handles) 44 ps	2 50
Stone China Tea Sets (cups with handles) 46 ps	3·50
Stone China Cups and Saucers, per set 12 pieces	50
Stone China Dining Plates, per dozen	60
Table Tumblers, per dozen	50
Table Goblets, per dozen	75
Glass Tea Sets (4 articles)	40
Bohemian Cologne Sets, 2 Bottles and Puff Box	90
Bohemian Liquor Sets, 6 Glasses, Walter and Bottle	90

An endless variety of Fancy Goods, at an immense reduction from former prices.

36 casks of Parian Marble, Leek, and Majolica Ware, all new designs, just landed from steamer Helvetia, will be included in the sale.

Goods to go out of the city will be packed and delivered to transportation office free of charge, and insured against breakage to destination.

SHOW ROOMS OPEN TILL 9 O'CLOCK AT NIGHT.

STORE FIXTURES FOR SALE. 1 13 stuthim

GLOVES.

100 DOZEN OPERA AND PARTY COLORED KID GLOVES,

At $1 Per Pair.

At $1 the world-renowned "Joseph" Kid Glove.
At $1·25 the celebrated "La Belle" Kid Glove.
At $1·85 the unrivalled "Bartley" Kid Glove.
At 75 cts. Soiled Kid Gloves.
At 25 cts. Cloth Gloves, worth 50c.
At 31 cts. Cloth Gloves, worth 56c.
At 38 cts. Cloth Gloves, worth 62 cts.
At 44 cts. Cloth Gloves, worth 75 cts.

White Piques, opened this week, selling at about 50 cents on the dollar.

100 dozen English Super Stout ½ Hose, 25 cts.

2-Button Kid Gloves (undesirable color) at $1 per pair, at

BARTHOLOMEW'S,
2 4 stuthtf No. 23 North EIGHTH Street.

FURNITURE, ETC.

HOVER'S
PATENT SOFA BED.

In consequence of certain parties representing that their Sofa Beds and Lounges are of my patent, I beg leave to inform the public that my Sofa Bed is for sale only at MOORE & CAMPION'S and ALLEN & BROTHER'S, and at the Manufactory, No. 230 South SECOND Street.

This novel invention is not in the least complicated, having no cords or ropes to pull in order to regulate, or props to keep it up when in the form of a bedstead, which are all very unsafe and liable to get out of repair. The bedstead is formed by turning out the ends, or closing them when the Sofa is wanted.

H. F. HOVER,
No. 230 SOUTH SECOND STREET,
1 2 2 tuf8trp PHILADELPHIA.

AMUSEMENTS.

AMERICAN ACADEMY OF MUSIC.
TWO MORE GRAND CONCERTS
BY
THEODORE THOMAS'
UNEQUALLED CONCERT ORGANIZATION
WEDNESDAY EVENING, Feb. 15.
THURSDAY EVENING, Feb. 16.

The public is respectfully informed that arrangements have been completed to give two additional

GRAND CONCERTS,
On WEDNESDAY EVENING, Feb. 15, and
THURSDAY EVENING, Feb. 16.

Mr. Thomas will be assisted by the celebrated Pianist,
MISS ANNA MEHLIG,
and his
UNRIVALLED ORCHESTRA,
many of whom are
EMINENT SOLOISTS.

The programmes will be entirely new. On Wednesday evening, in compliance with numerous requests, will be performed the entire

SYMPHONY No. 6, PASTORALE........Beethoven
Admission Tickets........One Dollar
Reserved Seats........Fifty Cents Extra
Family Circle........Fifty Cents
Gallery........Twenty-five Cents

SPECIAL NOTICE.—Subscription Tickets for Two Concerts, including Reserved Seats, Two Dollars. Can be obtained on Thursday and Friday, February 9 and 10, at F. A. North & Co.'s Music Store only, No. 1026 Chesnut street.

The regular sale of Reserved Seats and Tickets will commence on Saturday, the 11th, at F. A. North & Co.'s Music Store, No. 1026 Chesnut street, and at the Box Office, of the Academy.

Full programmes can be obtained at the Ticket Office and principal Music Stores. 2 6tf

AMERICAN ACADEMY OF MUSIC.
TO-MORROW (Thursday), Feb. 9,
Only time, positively, of
IL TROVATORE,
with the Great Cast.
First Appearance of
Miss EMMA HOWSON as LEONORA,
in which she has achieved a signal triumph.
MRS. ZELDA SEGUIN as AZUCENA,
in which she is confessedly unrivalled.
MR. WM. CASTLE as MANRICO,
his most popular impersonation.
MR. HENRI DRAYTON as COUNT DI LUNA,
his original role and most famous impersonation.
GRAND ENTR'ACT CONCERT.
First appearance of JOSEPH HERRMANS.
First appearance of MISS ALMA KRAUSE,
Last appearance but one of
THE WONDERFUL CHILD AMERICUS.

WALNUT STREET THEATRE.
FOUR FAREWELL NIGHTS OF
MR. JOHN S. CLARKE
(Prior to his departure for Europe),
WEDNESDAY EVENING, Feb. 8,
Goldsmith's comedy, in five acts, of
SHE STOOPS TO CONQUER.
TONY LUMPKIN........Mr. JOHN S. CLARKE
Previous to which Brougham's comedy of
AMONG THE BREAKERS.
BABINGTON JONES........Mr. JOHN S. CLARKE
FRIDAY—MR. CLARKE'S FAREWELL BENEFIT.
THE HEIR AT LAW and WADDY THE FAT BOY.

E. L. DAVENPORT'S CHESNUT STREET THEATRE.
E. L. DAVENPORT........Lessee and Manager
THIS EVENING,
Joseph C. Foster's grand spectacular drama of the
OLD MAN OF THE MOUNTAIN,
replete with gorgeous effects in every department, and the characters filled by
DAVENPORT'S DOUBLE STAR COMPANY.
Tickets secured in advance at Abel's Dramatic Repository, No. 1211 Chesnut street, from 9 until 5 o'clock.

GRAND ENGLISH OPERA COMBINATION.
SPECIAL NOTICE.

All matters concerning the business of the present week of opera, except upon the benefit nights announced, are respectfully referred to the Management of the German Company, represented here by Mr. LEONARD GROVER, who has purchased all our interest in the receipts of the week, except as above stated.

C. D. HESS & CO.,
Proprietors and Managers Grand England Opera Combination. 2 6 tf

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins ¼ to 8 o'clock.
HOUSES PACKED TO THE ROOF.
SECOND WEEK—GREAT SUCCESS.
LYDIA THOMPSON AND TROUPE.
MONDAY, TUESDAY, WEDNESDAY, AND THURSDAY EVENINGS,
LURLINE.
Sir Rupert the Reckless..Miss LYDIA THOMPSON
FRIDAY—BENEFIT OF LYDIA THOMPSON.
SINBAD THE SAILOR.
SATURDAY—LYDIA THOMPSON MATINEE.

MÆNNERCHOIR BAL MASQUE,
AT THE ACADEMY OF MUSIC,
TUESDAY, February 14.

One-half of the proceeds will be appropriated to the assistance of the sufferers in the French and German war. Cards of Admission $5, admitting a gentleman and one lady. Extra lady's ticket $1 each, to be had at L. Meyer's, No. 1415 Chesnut street, Lee & Walker's, No. 922 Chesnut street, Continental Hotel, R. T. Schmidt's, No. 616 Arch street, J. A. Payne, No. 219 S. Broad street, Andre & Co., No. 1104 Chesnut street, and at F. A. North & Co.'s, No. 1026 Chesnut street. 1 18 tF14

ASSEMBLY BUILDINGS—LAST WEEK OF THE WONDERFUL
TWO-HEADED GIRL COMBINATION.
ASK ANY ONE OF THE THOUSANDS who have attended the receptions within the past two weeks, and they will inform you that it is the most NOVEL, PLEASING, AND INTERESTING ENTERTAINMENT EVER GIVEN IN THIS CITY. Receptions from 2 till 5 and from 7 till 10 P. M. Admission, 35 cents; Children, 25 cents. 2 7 3t*

CONCERT HALL,
CHESNUT Street, above Twelfth.
A GRAND BILLIARD CONTEST
Between E. J. PLUNKETT, Champion of Pennsylvania, and E. H. NELMS, for $500, will be played on
THURSDAY EVENING, Feb. 9, 1871.
The game to be the American 4 ball, 1500 points, push and crotch barred. Tickets 50 cents. To be had at the Hall and principal Billiard Rooms. 2 7 3t

FOX'S NEW AMERICAN THEATRE, CHESNUT Street, above Tenth.
AMUSEMENTS OF ALL NATIONS.
EVERY EVENING
AND SATURDAY MATINEE.
GREAT CONGRESS OF STARS.
Comprising the best artists in the country, who appear in Grand Ballets, Dutch Comedy, Local Sketches, Minstrelsy, Ethiopian Acts, Farce, Comic Vocalism, Pantomime, etc.

AMERICAN MUSEUM AND MENAGERIE
Northwest corner of NINTH and ARCH Streets.
Open daily from 9 A. M. to 10 P. M.
100,000 CURIOSITIES
From all parts of the World.
THIRTY CAGES OF WILD ANIMALS.
The Splendid Dramatic Company appearing in the Lecture Room every Evening at 8 o'clock, and Wednesday and Saturday afternoons at 2 o'clock.
Admission to all the Attractions, 25 cents. 12 12 tf

FOYER OF THE ACADEMY OF MUSIC.
CARL WOLFSOHN'S
FOURTH MATINEE,
FRIDAY AFTERNOON, Feb. 10, at 4 o'clock. 2 8 2t

CHARLES W. BROOKE, ESQ., WILL LECTURE at CONCERT HALL for a benevolent object on TUESDAY EVENING, the 14th inst. Subject—"Irish Bards and Ballads." Admission, 50c. 2 7 6t

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES & HUBER.
No. 11 North SECOND Street,
Sign of the Golden Lamb,

Are now receiving a large and splendid assortment of new styles of

FANCY CASSIMERES

And standard makes of DOESKINS, CLOTHS and COATINGS, [3 28 mws
AT WHOLESALE AND RETAIL.

MILLINERY.

MRS. R. DILLON
NOS. 323 AND 331 SOUTH STREET,
FANCY AND MOURNING MILLINERY, CRAPE VEILS.

Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Capes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods. 1 4

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season, CHESNUT Street, next door to the Post Office. rp‡

Evening Telegraph

PUBLISHED EVERY AFTERNOON (SUNDAYS EXCEPTED), AT THE EVENING TELEGRAPH BUILDING, No. 108 S. THIRD STREET, PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

WEDNESDAY, FEBRUARY 8, 1871.

☞ THE EVENING TELEGRAPH, from its original establishment, has been in the receipt of telegraphic news from the New York Associated Press, which consists of the *Tribune, Times, Herald, World, Sun, Journal of Commerce, Evening Post, Commercial Advertiser*, and *Evening Express*. The success which has attended our enterprise is, in itself, a sufficient evidence of the freshness, fullness, and reliability of the news which we have received from this source. Last March we entered into a special contract by which THE EVENING TELEGRAPH has the *exclusive* use of the news furnished in the afternoon by the Associated Press to its own members, the *North American, Inquirer, Ledger, Press, Age, Record*, and *German Democrat*, of this city, and the leading journals of the East, North, West and South; and hereafter THE TELEGRAPH will be the *only evening paper published in this city* in which the afternoon despatches of the Associated Press will appear.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

NEW RULES OF THE REPUBLICAN PARTY.

THE report of the committee appointed to devise new rules for the government of the conventions of the Republican party of Philadelphia has at last been completed, and we believe it is to be acted upon by the convention this afternoon. As many months of arduous labor were devoted to the preparation of this precious document, it was natural to expect that it would embrace a promising plan for the eradication of all partisan evils which have hitherto been matters of general complaint, and that it would make many radical changes in a system which is well known to be inherently vicious and bad. Any man who reads the rules with the hope that they will pave the way for a thorough reform, however, will be sadly disappointed. They provide machinery that is likely to prevent unseemly hand-to-hand struggles over the primary chairmanship of the respective conventions, by declaring that a member of the City Executive Committee shall act as the preliminary chairman of each convention; but beyond this questionable virtue we scarcely see another new provision that is worthy of an instant's favorable consideration. The true title of the new rules should, be "a scheme to bind more closely than ever more than fifty thousand Republican voters of Philadelphia to the triumphant chariot wheels of a handful of wire-pullers, whose leading aim is self-aggrandizement at the expense of the public." The rules were manifestly framed to enable a ring or a few rings to rule or ruin the Republican party of this city. They do not embody a single reform of real importance. Instead of giving enlarged powers to the people and increasing the chances of good nominations, they diminish the powers hitherto exercised and increase the probabilities that nominations for places of honor and profit will be monopolized by professional politicians whose highest aim is plunder. The rules provide that no Republican can vote at a delegate election unless he is previously registered, and by a series of ingenious arrangements the whole machinery of the party is passed over absolutely to the control of the hacks who manipulate the primary elections for officers to hold delegate elections, the appointment of the partisan registering officers, and the choice of members of the City Executive Committee, who will virtually control, in a great measure, each of the different conventions. In all nominations made under this system a few adroit managers and their tools will exercise a paramount influence, and the body of the Republican voters will have little more voice in the nominations than in the selection of an Emperor for China. We know it may be said, in reply to this objection, that voters who do not attend to the drudgery of caucuses, repeated partisan elections, and conventions do not deserve to have a voice in nominations, but the fallacy of this argument is well understood by all intelligent Republicans. It should be the aim of a great party to invite rather than to repel the co-operation of all its members, and especially of those who are not professional place-hunters, in the selection of candidates; but the tendency of the new rules is to throw this selection more exclusively than ever into the hands of the parasites of the party and their personal dependants. The adoption of the proposed new system, after hopes of sincere reform had been awakened, can scarcely fail to exert a deeply disastrous influence upon the Republican organization of this city. Such an unfortunate blunder will indicate more clearly than volumes of comment that the blood-suckers of the party will not be content until they drain the last drop of its vitality; and if the party cannot muster up sufficient strength and resolution to detach them from its bleeding veins, it does not require much prophetic ken to discover what fate awaits the Republican organization of Philadelphia.

THE PRESIDENT ON GERMAN UNITY.

THE President has addressed a message to Congress recommending that the representative of this Government at Berlin be placed upon the same footing as those at London and Paris. One reason assigned for this is that by the union of the German States into a great empire, the duties and responsibilities of our diplomatic representative will be greatly increased; but more important than this is the fact that Germany has not only become a first-class power, but the leading power in Europe. The message of the President is, for the most part, made up of sincere and hearty congratulations upon the accomplishment of the unification of Germany, and the comparison between the Governments of the United States and the German Empire is just and forcible. The President says:—

"The bringing of great masses of thoughtful and free people under a single government must tend to make governments what alone they should be, the representatives of the will and the organization of the power of the people. The adoption in Europe of the American system of union under the control and direction of a free people, educated to self-restraint, cannot fail to extend popular institutions and to enlarge the peaceful influence of American ideas. The relations of the United States with Germany are intimate and cordial."

The President thinks, as the most clear-headed men in this country and in Europe have thought, that the predominance of an educated, home-loving, steady, free, and virtuous people, such as the Germans certainly are, will be a benefit to themselves, to Europe, and to the human race. He does not look upon the establishment of the German Empire as the glorification of a particular race of princes, but as the realization of the hopes and dreams of a people who have made and are making steady advances in the direction of true liberty, who respect the law, and who are in reality the only people in Europe who appear to understand what republicanism really is. The most substantial additions that are made to the population of this country by foreign immigration come from Germany, and this of itself is a bond of sympathy between the two nations that is of the highest importance now that Germany has suddenly obtained such an ascendancy upon the continent of Europe. The fact that Germany has become a first-class power is of itself a sufficient reason for Congress to carry out the recommendation of the President in regard to increasing the salaries of our Minister and the Secretary of Legation at Berlin, and we hope, therefore, that the message will receive both in the Senate and House the attention it deserves.

THE Public Buildings Commission, in view of the great importance of the work they have in hand, and the character of the opposition they have met with in endeavoring to carry out the wishes of a majority of the people of Philadelphia to have the public buildings erected at Broad and Market streets, have one clear and obvious duty to perform—that is, to proceed with the work of breaking the ground and laying the foundations with as much rapidity as possible.

If the buildings are once fully under way the anti-Penn Squareites will be obliged to cease their opposition, but it is evident that so long as there is the slightest shadow of a chance that they may be able to obstruct this great public improvement they will not yield, and every possible device will be resorted to to prevent the buildings from being erected. The pecuniary interests involved in retaining the public offices and courts in their present location are immense, and the property holders in the vicinity of Washington and Independence Squares would prefer that the city should have no new public buildings than that they should be erected upon Penn Square, and thus cause the office-letting business in the neighborhood of Independence Hall to be broken up. The character of the opposition to the Penn Square project is so well know that it is remarkable it should be able to obtain even a hearing at this day, and the Building Commission should as rapidly as possible proceed to render impossible any further agitation of a subject that has been definitely settled by the Legislature, the votes of the people, and the Supreme Court.

A PNEUMATIC TUBE under the streets, squares, and avenues of Philadelphia for the transmission of letters, parcels, mails, merchandise, or passengers may possibly be a very desirable improvement and an acceptable addition to our present facilities for transportation and travel; but be this as it may, it is certain that the bill introduced on Monday in the State House of Representatives by Mr. W. F. Smith is about as impudent a proposition as has ever been brought before the Legislature. This bill proposes to give to certain unnamed individuals the right to bore any number of tunnels, of any size, in any direction within the corporate limits of the city of Philadelphia. The streets can be vacated during the operations of the tube borers, who are allowed all the time they may choose to take, and all the public squares are placed at their disposal for the erection of passenger stations, or for any purposes they may choose to desire them for. This bill is practically unlimited in its sphere of operations, and Mr. Smith's pneumatic-tube borers, if they ever get into operation, will in point of fact become the owners of all the public and private property in the city of Philadelphia they may choose to lay their hands upon. It is certainly astounding that any member of the Legislature should have the effrontery to introduce such a measure as this, and the whole affair would be simply laughable were it not an indication of the corruption that rules the law-making branch of the State Government. Absurd as is Mr. Smith's pneumatic project, it is a serious matter for the people of Philadelphia, who do not know how soon they may be brought face to face with the actual outrage it contemplates.

MR. CESSNA has at last made an explanation of his action in the Chorpenning claim case. His story will of course be accepted for its full face value, but we hope that Pennsylvania will not send many more members of Congress who are so "over-zealous" or "confiding" as to present resolutions which are officially construed to require the payment of nearly $500,000 of the public money on old and poorly founded claims, and which direct Postmaster-Generals to ignore evidence favorable to the Government.

AN ugly forgery case has recently come to light in this city; but as the party accused is hedged round by wealth and respectability, it will of course be hushed up. It would never do to punish a rich man, or the relative of rich people, in Philadelphia.

OBITUARY.

Henry Steinway.

Henry Steinway, the founder of the celebrated piano manufacturing firm of Steinway & Sons, died yesterday morning at his residence in New York city. Mr. Steinway was a native of the Duchy of Brunswick, Germany, and was born on the 15th of February, 1797. He early displayed a taste for music and a particular talent for the construction of musical instruments. He learned cabinet-making, worked in an organ factory, and studied the art of piano-making. In 1850 he arrived in New York, and in 1853, in connection with his sons, started a piano manufactory and turned out about one instrument per week. The business rapidly increased, and at the end of a year the firm removed to larger quarters. In 1855 the Steinway pianos gained a gold medal at the New York Industrial Exhibition of the American Institute, held at the Crystal Palace, which brought them prominently into notice.

In 1860 the firm occupied its present factory, to which additions have been made at various times as the fame of the Steinway pianos and the business of manufacturing them increased. Mr. Henry Steinway had not for several years been actively engaged in business.

CAPTAIN EYRE.

The Hero of the "Oneida" Disaster—His Brother of Jamaica Notoriety.

Readers will doubtless remember distinctly the loss of the United States gunboat Oneida, near Yokohama, and the fate of her gallant crew. The slight sentence of six months' suspension of Captain Eyre, of the British steamship Bombay, caused every heart to revolt at the standard of British injustice. That Captain Eyre could have prevented the disaster there is little doubt; and even after it had occurred he could have saved the gallant crew of the Oneida if he had made an effort to do so. It is, however, some satisfaction to Americans to know that when the term of suspension of Captain Eyre expired, the British Mail Steamship Company informed him that they had no further use for his services. His brother, ex-Governor Eyre, of Jamaica notoriety, has settled down in England as a country gentleman, his services not being in demand by an ungrateful country. The total fund raised for this gentleman was $75,000. Rather more than half this was absorbed by law costs and the expenses of the fund; and he received a check for $35,000. The Government will pay him $25,000 to defray the costs of his defense, this being the rule when the defendant is a Government servant put on his trial on charges relating to his official duties.

NOTICES.

THOUSANDS of GARMENTS, THOUSANDS of GARMENTS, THOUSANDS of GARMENTS,
FOR WINTER WEAR, FOR WINTER WEAR, FOR WINTER WEAR,
FOR MEN, YOUTH, BOYS, AND CHILDREN.
FOR MEN, YOUTH, BOYS, AND CHILDREN.
FOR MEN, YOUTH, BOYS, AND CHILDREN.
PRICES ALL VERY LOW JUST NOW. PRICES ALL VERY LOW JUST NOW. PRICES ALL VERY LOW JUST NOW.
WANAMAKER & BROWN'S, WANAMAKER & BROWN'S,
OAK HALL. OAK HALL.
POPULAR CLOTHING HOUSE, S. E. CORNER OF SIXTH AND MARKET STREETS.

AMERICAN ACADEMY OF MUSIC.
WEDNESDAY EVENING, Feb. 8, last night but three of the brilliant season of
GRAND ENGLISH OPERA.
FIRST BENEFIT IN PHILADELPHIA
of the favorite American Prima Donna Contralto,
Mrs. ZELDA SEGUIN,
upon which occasion will be presented Mozart's famous masterwork, the
MARRIAGE OF FIGARO,
with the following powerful cast:—
CHERUBINO.....Mrs. ZELDA SEGUIN
Susanna.....Mrs. C. R. Bernard
Countess.....Miss Rose Hersee
Figaro.....Mr. S. C. Campbell
Count Almaviva.....Mr. Alberto Laurence
who, to oblige Mrs. Seguin, has kindly consented to journey from New York for the purpose of appearing.
Don Bassilio.....Mr. J. B. Bowler
Dr. Bartolo.....Mr. A. Howell
ON TO-MORROW EVENING
will be presented Verdi's Grand Opera,
IL TROVATORE.
First appearance of the young Prima Donna,
MISS EMMA HOWSON.
Mr. Joseph Hermanns, Miss Jennie Von Busk, and the Child "Americus," in a Grand entre act Farfare.
FRIDAY—Benefit of Mr. WILLIAM CASTLE. Only time of Beethoven's
FIDELIO.
GRAND MATINEE ON SATURDAY—OBERON.
SATURDAY NIGHT,
THE FULL GERMAN OPERA COMPANY IN
1t FAUST.

COPARTNERSHIPS.

THE FIRM OF J. E. CALDWELL & CO expires this day by limitation.
PHILADELPHIA, Jan. 31, 1871.

NOTICE.
The undersigned have this day entered into Copartnership under the name of
J. E. CALDWELL & CO.,
and will continue the business at No. 902 CHESNUT Street.
JAMES E. CALDWELL,
RICHARD A. LEWIS,
JOSEPH H. BRAZIER,
GEORGE W. BANKS,
J. ALBERT CALDWELL,
HUGH B. HOUSTON.
PHILADELPHIA, Feb. 1, 1871. 2 4 6t

PROPOSALS.

QUARTERMASTER'S OFFICE.
PHILADELPHIA, Feb. 3, 1871.
Sealed Proposals, in triplicate, will be received at this office until 12 o'clock M. on TUESDAY, March 7, 1871, for building a Superintendent's Lodge, of stone, at each of the following-named National Cemeteries, viz.:—City Point, Gold Harbor, and Fredericksburg, Va., according to plans and specifications which will be furnished from this office on application of those desiring to bid.
Separate bids for building this Lodge of brick are also invited, plans and specifications for which will also be furnished from this office on application.
Blank forms for bids, details, and requirements furnished by the undersigned—a copy of the latter, with this advertisement, to be attached to each proposal offered.
HENRY C. HODGES,
2 8 tM7 Major and Quartermaster U. S. Army.

Communication from Helmbold.

CITIZENS,

MEDICAL PROFESSION,

AND

The Press of Philadelphia.

PHILADELPHIA, Feb. 2, 1871.

Gentlemen:—Advertising compels me to resort to NOVELTY. I do not wish to impose on the generosity or good nature of any, but wish you to insert the various articles which may be presented from time to time, for which I am willing to pay the best price for the best position.

It is very important, now that I am about to open in the CONTINENTAL HOTEL a DRUG STORE which will reflect credit on the city, improve the block, and remedy the evils much complained of by the ladies, that I agitate or keep before the people this idea.

When opened, I shall resort to the columns of *every paper published*. There will be NOTHING left undone to make a LIVE INSTITUTION AND SUCCESS.

You know how long, through adversity, I have been kept out of the Drug Business in this city (my legitimate business). Adversity and a small office combined have done much to impair my social status and build up a prejudice among the Medical Profession of this city; but there is an innate feeling in every man's breast, however humble, that he owes a debt to the place of his birth. In my new undertakings I humbly beg your countenance and support.

I wish the good-will of all parties, particularly the Medical Profession.

My assistants shall be men of STERLING ABILITY. I shall have nothing but the BEST MATERIALS, and disposed of so as to invite the patronage of ALL, having *great* facilities, and importing my own Toilet and Fancy Articles, which enables me so to do.

The financial department of this store will be under the supervision of my brother, ALBERT L. HELMBOLD, who has so faithfully discharged his business as to make me feel proud of him as a brother; and it is my intention to present him with this store as soon as completed.

Any favors extended to him will be duly appreciated.

Your humble servant,

H. T. HELMBOLD,

No. 594 BROADWAY, New York, under the Metropolitan Hotel.

GILSEY HOUSE, corner TWENTY-NINTH and BROADWAY, New York.

CONTINENTAL HOTEL, Philadelphia, Pa.

Grant's Neutrality Expounded.

What Does it Mean?

Americans, study. "*Daunter*" means *defiant*. The yacht "*Daunter*" collects the *Alabama Claims* in 1872. Tea-drinkers will not collect them before. The South and West want the money with interest, and the nation's honor demands a thirty-day draft in the hand of "*a good Yankee collector*"—Benjamin F. Butler, if you please. But the debt must be paid. *France* congratulated on the establishment of a *Republic*—means *right*.

The *Cuban* flag is lettered as follows:—"Spain, your orders for munitions and vessels of war solicited," which means *oppression*, and is a direct contradiction of congratulation to *France*, and antagonistic to our republican form of government and freedom. Our forefathers, Washington or Jackson, never intended that it should be so. The "*Daunter*" is the name of a vessel, a model of which floats from Henry T. Helmbold's Chemical Warehouse, No. 594 Broadway, decked with the flags of all nations, and containing the above remarks. As these words were handed down by high authority, and they being emblematic of the *American Eagle*, should any patriot "*Hail*" them down, the noble bird would flutter. To hand them down to posterity is every American's duty.—*Evening Post.*

COOPER & CONARD

LINENS.

We have our entire Spring Importation and purchases open, and can now exhibit a stock unrivalled in point of beautiful new goods, great variety, and extreme lowness of price.

Barnsley Table Damasks.
Irish and Scotch Table Damasks.
Satin Damasks and Table Cloths.
Satin Damask Napkins and Doylies.
650 dozen Huck and Damask Towels.
Towellings of every description.
Diapers by the piece and yard.
Richardson & Owden's Linens.
Shirt Fronts of this superior seal.
Linen Sheetings, all the widths.
Pillow Linens, all the widths.
Floor Linens, Stair Linens.

PIANO COVERS.

Fresh importation for Spring.
Embroidered Piano Covers.
Piano Covers $10 to $30.
Melodeon, Table and Stand.
New arrivals Embroidered Covers.

BLACK SILKS.
BLACK GOODS.
WHITE GOODS.

Just opened, fresh lines at new low prices.

COOPER & CONARD

S. E. CORNER NINTH AND MARKET STREETS.

CLOTHING.

"PUSH THINGS!"

AT ROCKHILL & WILSON'S
GREAT BROWN HALL,
They are "PUSHING THINGS,"
And have PUSHED OFF
Nearly all the fine Winter Stock
Of Gentlemen's Excellent Clothes,
And Superior Clothes for Boys.
COME AND CARRY AWAY
What is left of our Excellent Winter Stock!
Prices so low that you can hardly see them!

GREAT BROWN HALL,
603 and 605 CHESNUT STREET,
ROCKHILL & WILSON.

HABILLEMENTS
No. 824 CHESTNUT ST.
CHARLES STOKES & Co.
UNDER THE CONTINENTAL HOTEL
PHILADELPHIA, PA.

MERCHANT TAILORS
AND
Dealers in Ready-made Clothing.
CUSTOMER WORK
Done in the very best manner, at unusually low prices, out of a stock complete in every way, and with
CUTTERS
Of acknowledged excellence and ability.

PIANOS.

GEORGE STECK & CO.'S
PIANOS,
GRAND, SQUARE AND UPRIGHT.
HAINES BROS.' PIANOS,
BRADBURY'S PIANOS,
MASON AND HAMLIN'S CABINET ORGANS,
An Elegant Stock at Greatly Reduced Prices.
GOULD & FISCHER,
No. 923 CHESNUT Street.
No. 1018 ARCH Street.
J. E. GOULD.
WM. G. FISCHER. 1 17 tf4p

Steinway & Sons'
Grand Square and Upright Pianos.
Special attention is called to their new
Patent Upright Pianos,
With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.
CHARLES BLASIUS,
WAREROOMS,
No. 1006 CHESNUT STREET,
9 13 tfrp PHILADELPHIA.

ALBRECHT,
RIEKES & SCHMIDT,
Manufacturers of Grand and Square Piano Fortes, recommend their stock of first-class instruments. Every instrument is warranted and prices moderate.
3 4§ WAREROOM, No. 610 ARCH Street.

COTTON.—MIDDLING FAIR AND MIDDLING Gulfs, Alabama and Uplands, samples, clean stain, etc., for sale by
WILLIAM M. GREINER,
1 20 2m No. 109 CHESNUT Street.

DRY GOODS.

EYRE
AND
LANDELL,
ARCH STREET.
GOOD BLACK SILKS
UNDER VALUE,
BETWEEN SEASONS.
1 27 mwssmrp

HOLIDAY GOODS.

HOLIDAY GOODS.
Spring Horses,
Rocking Horses,
Children's Carriages.
BOYS' SLEDS, WAGONS,
VELOCIPEDES, Etc. Etc.
H. J. SHILL,
Factory, No. 226 DOCK Street,
12 9 4p BELOW EXCHANGE.

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
American and Foreign Bankers,
DRAWS EXCHANGE ON LONDON AND PRINCIPAL CITIES OF EUROPE.
DEALERS IN
Government and Railroad Securities,
Drexel, Winthrop & Co., No. 18 Wall Street, New York. | *Drexel, Harjes & Co.*, No. 3 Rue Scribe, Paris.

WANTS.

WANTED,
A STORE,
On Chesnut or Eighth Street.
ADDRESS, STATING PRICE, LOCATION, AND FULL PARTICULARS,
"F. B. K."
2 6 EVENING TELEGRAPH OFFICE.

OPTICIANS.

SPECTACLES.
MICROSCOPES, TELESCOPES, THERMOMETERS, MATHEMATICAL, SURVEYING, PHILOSOPHICAL AND DRAWING INSTRUMENTS
AT REDUCED PRICES.
JAMES W. QUEEN & CO.,
7 30 mwf[4p] No. 924 CHESNUT Street, Philada.

MUSICAL AND DRAMATIC.

The City Amusements.

AT THE ACADEMY OF MUSIC Mozart's opera of *The Marriage of Figaro* will be performed this evening for the benefit of Mrs. Seguin, who will appear in her favorite character of "Cherubino." Mrs. Seguin is such a favorite and the opera is so remarkably beautiful that a crowded house may be expected. The child Americus will also appear and give a performance on the violin.

AT THE WALNUT a matinee performance of *Fox and Goose* will be given for the benefit of Mr. J. D. Stockton, the author. This is a capital piece, and it should attract a large audience.

This evening Mr. Clarke will appear as "Tony Lumpkin," in *She Stoops to Conquer*, and as "Babington Jones," in *Among the Breakers*.

AT THE CHESNUT the spectacular drama of *The Old Man of the Mountain*, with its fine scenic effects, gorgeous costumes, etc., will be repeated this evening.

AT THE ARCH *Lurline* will be represented this evening.

AT THE ASSEMBLY BUILDING the two-headed girl and other natural wonders will be on exhibition this afternoon and evening.

AT CONCERT HALL a grand billiard contest will take place to-morrow evening between Mr. E. J. Plunkett, champion of Pennsylvania, and Mr. E. H. Nelms.

AT THE AMERICAN a miscellaneous programme will be presented this evening.

AT THE MUSEUM, Ninth and Arch streets, dramatic performances will be given this afternoon and evening.

ROTHERMEL'S picture of "The Battle of Gettysburg" is now on exhibition at No. 1003 Chesnut street.

THEODORE THOMAS and his grand orchestra will give two concerts at the Academy of Music on Wednesday and Thursday evenings, February 16th and 17th.

MR. CARL WOLFSOHN will give his fourth matinee at the Foyer of the Academy of Music on Friday next.

CITY ITEMS.

NO MORE MERCURY FOR ME!—"Put them in the fire, my dear," was the advice of Mrs. Macarthy to her son, a bilious and dyspeptic youth who had just brought home *another* box of blue pills. "But what *am* I to take, then, mother?" said he. "Get a bottle of PLANTATION BITTERS," she replied; "I'll guarantee it does you good." He did so; and then another and another. With the third bottle all his unpleasant symptoms vanished. In a letter to a young friend he relates this anecdote, and winds up with "No more mercury for me!"

BURNETT'S COCOAINE the best made in America.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

INTERESTING TO LADIES.—"I have had a Grover & Baker Machine in use for ten years, and it has not cost anything for repairs. For the last five years it has been constantly employed in dressmaking. I can recommend it above all others.

"MRS. MARY E. BEATTY,
"No. 57 Baltimore Avenue, Philadelphia."

FOR OYSTERS always "FRESH, FAT, AND INVITING," Stewed, Steamed, Roasted, Panned, Broiled, Fried, and Raw, go to Leach's, northeast corner Ninth and Chesnut. Half peck steamed oysters, 25 cents.

SEA MOSS FARINE from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc. etc. The cheapest, healthiest, and most delicious food in the world.

BEDDING, best in the city, lowest price, and guaranteed, by ALBERTSON & Co., No. 1435 Chesnut street.

BURNETT'S COOKING EXTRACTS the best.

MARRIED.

KIRBY—TOWN.—On the 7th instant, at the Church of the Epiphany, by the Rev. R. Newton, THOMAS E. KIRBY to BELLE C. TOWN, only daughter of G. V. Town, Esq., all of Philadelphia.

WEST—MATSINGER.—On the 23d of July, 1863, by the Rev. Anthony Atwood, Mr. JOHN V. WEST to IDA J. MATSINGER, both of Philadelphia.

DIED.

DAVIS.—On the 6th instant, Mrs. ELIZABETH FULLER, beloved wife of Thomas Davis, and daughter of the late John C. and Elizabeth Pickett, in the 26th year of her age.

The relatives and friends are respectfully invited to attend her funeral, from her late residence, No. 465 Kerr street, below Poplar and below Fifth, on Thursday afternoon, at 1 o'clock. Interment at Odd Fellows' Cemetery.

MURPHY.—This morning, at half-past 4 o'clock, after a short illness, JOSEPH D. MURPHY, Jr., in his 22d year.

Notice will be given of the funeral.

SIMPSON.—On the 6th instant, JAMES SIMPSON, in the 81st year of his age.

His relatives and friends are respectfully invited to attend his funeral, from his late residence, No. 238 North Fifth street, on Friday morning, at 10 o'clock.

THOMPSON.—On Monday evening, the 6th instant, ANNA MARGARET, daughter of the late Robert Thompson.

Funeral from her mother's residence, No. 1727 Spruce street, on Thursday morning, the 9th inst., at 11 o'clock.

WILLIAMS.—On the 5th instant, at his residence, Collegeville, above Holmesburg, HARDING WILLIAMS, in the 30th year of his age.

His relatives and friends are respectfully invited to attend his funeral, from his late residence, on Wednesday, 8th instant, at 11 o'clock. Carriages will be waiting to convey the friends from the city to the funeral at the office of E. S. Earley, Tenth and Green streets, at 10 o'clock precisely. Funeral will proceed to Woodlands Cemetery.

SPECIAL NOTICES.

☞ CALL AND SEE LETTER PRESS COPIES from Printing executed at HELFENSTEIN & LEWIS' Printing House, FIFTH and CHESNUT. 1t

☞ JOUVIN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 28mwf

☞ DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17f

☞ DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.
Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

☞ REV. J. B. DALES, D. D., WILL LECTURE in the FIFTEENTH PRESBYTERIAN CHURCH, corner of FIFTEENTH and LOMBARD Streets, on THURSDAY EVENING, 9th instant, at 8 o'clock. Subject:—"A Range Over Bible Lands."
No tickets of admission required. Collection for the benefit of the church. 2 8 2t*

☞ INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alcopated Glycerine Tablet of Solidified Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.
For sale by Druggists generally.
R. & G. A. WRIGHT,
1 6 fmw26t No. 624 CHESNUT St., Phila'a.

☞ CONNELLSVILLE GAS COAL COMPANY OFFICE No. 314½ WALNUT Street.
PHILADELPHIA, January 30, 1871.
The annual meeting of the stockholders of the CONNELLSVILLE GAS COAL COMPANY will be held at their office on MONDAY, February 13, at 12 o'clock M., to elect Five Directors to serve for the ensuing year. NORTON JOHNSON,
2 1 wst Secretary.

☞ THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
COMPANY'S BUILDING, No. 409 WALNUT STREET,
January 2, 1871.
The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes. ALEX. W. WISTER,
1 9tf Secretary.

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
8 30 tf No. 116 MARKET St., General Agent.

SPECIAL NOTICES.

☞ GENTS' FURNISHING GOODS.

JOHN

WANAMAKER,

DEALER IN

GENTS' FURNISHING GOODS,

818 AND 820

CHESNUT STREET.

GENTS' FURNISHING GOODS.

☞ AN ADJOURNED MEETING OF THE contributing members of the YOUNG MEN'S HOME OF PHILADELPHIA will be held at No. 400 WALNUT Street, on FRIDAY next, the 10th instant, at 11 o'clock A. M.
By order of the Chairman,
WILLIAM H. LAMBERT,
Secretary.
Philadelphia, Feb. 8, 1871. 2 8 2t

☞ BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—"*Does not contain Lead nor any Vitalic Poison to injure Hair or System.*" Invigorates the Hair and leaves it soft and beautiful; Black or Brown.
Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf

☞ TREASURER'S OFFICE, ST. JOSEPH and Denver City Railroad Company.
ST. JOSEPH, MO., Jan. 23, 1871.
The interest and coupons due Feb. 15, 1871, on the first mortgage eight per cent. (8 per cent.) gold bonds of the St. Joseph and Denver City Railroad Company will be paid at the office of the Farmers' Loan and Trust Company, in the city of New York, upon presentation and application, on and after that date, free of Government tax.
2 7 26t† THOMAS E. TOOTLE, Treasurer.

☞ A PUBLIC MEETING OF THE WOMEN'S CHRISTIAN ASSOCIATION will be held on THURSDAY EVENING, February 9, at 7½ o'clock, in the CHURCH OF THE HOLY TRINITY, NINETEENTH and WALNUT Streets.
Addresses will be delivered by the Rev. THOMAS A. JAGGAR, THANE MILLER, Esq., of Cincinnati, Rev. Dr. BEADLE, Rev. HERRICK JOHNSON, WILLIAM BUCKNELL, Esq., and CHARLES E. LEX, Esq.
M. C. EARLEY,
2 7 3t Corresponding Secretary.

☞ THE FIDELITY INSURANCE, TRUST, AND SAFE DEPOSIT CO.
PHILADELPHIA, Feb. 1, 1871.
The Stated Annual Meeting of the Stockholders of this Company will be held at its Office, Nos. 329 and 331 CHESNUT Street, on TUESDAY, the 14th instant, at 12 o'clock M., for the election of a Board of Directors for the ensuing year, and for the transaction of such further business as may come before them.
2 2 10t R. PATTERSON, Secretary.

☞ CITY TREASURER'S OFFICE.
PHILADELPHIA, Feb. 2, 1871.
The premium on Gold Interest on City Loans of July, 1870, will be paid in currency on and after February 6, 1871.
JOSEPH F. MARCER,
2 2 City Treasurer.

☞ UNION LEAGUE HOUSE, BROAD Street.
PHILADELPHIA, Feb. 4, 1871.
The Second Art Reception will occur at the Union League Building on the evenings of THURSDAY, FRIDAY and SATURDAY, Feb. 9, 10 and 11, from six to eleven o'clock. Members can obtain a limited number of tickets by personal or written application at the office. GEO. H. BOKER, Chairman.
February 6, 1871. 2 6 6t

☞ OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA, No. 303 WALNUT Street.
PHILADELPHIA, February 7, 1871.
The Managers have declared a dividend of FOUR PER CENT., free from taxes, payable at the office on and after the 15th instant. E. G. GILES,
2 8 8t Treasurer.

☞ STOCKHOLDERS' MEETING.—THE ANnual meeting of the stockholders of the NEW ERA OIL, LUMBER, AND MINING COMPANY, the NORTHERN LIGHT PETROLEUM COMPANY, and the CHARTER OAK PETROLEUM COMPANY OF PENNSYLVANIA, will be held at the office, No. 129 South FIFTH Street, Philadelphia, TUESDAY, 14th February, 1871, at 4½ o'clock P. M.
JOHN WANAMAKER, Secretary.
Philadelphia, February 3, 1871. 2 4*

☞ OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY.
PHILADELPHIA, Feb. 1, 1871.
NOTICE TO STOCKHOLDERS.—The annual meeting of the Stockholders of this company will be held on TUESDAY, the 21st day of February, 1871, at 10 o'clock A. M., at CONCERT HALL, No. 1219 CHESNUT Street, Philadelphia.
The Annual Election for Directors will be held on MONDAY, the 6th day of March, 1871, at the office of the Company, No. 238 S. THIRD Street.
JOSEPH LESLEY,
2 1 17t Secretary.

☞ H. M. DALY'S WHISKY WAREROOMS, Nos. 222 S. FRONT Street and 139 DOCK St.
IMMENSE STOCK
OF THE BEST BRANDS
IN ORIGINAL BARRELS.
Among which may be found the celebrated "GOLDEN WEDDING," Bourbon of ancient date; Wheat and Rye Whiskies, all pure from manufacturers (in original packages), including those well-known distillers,
THOMAS MOORE & SON,
JOSEPH S. FINCH & CO., and
THOMAS MOORE.
The attention of the trade is requested to test these Whiskies, at market rates. 2 4smw6

CARRIAGES.

ESTABLISHED 1853.

JOSEPH BECKHAUS,

No. 1204 FRANKFORD Avenue,

ABOVE GIRARD AVENUE,

Manufacturer of exclusively FIRST-CLASS

CARRIAGES.

NEWEST STYLES.

Clarences, Landaus, Landaulettes, Close Coaches, Shifting qr. Coaches, Coupes, Barouches, Phætons, Rockaways, Etc., SUITABLE FOR PRIVATE FAMILY and PUBLIC USE. Workmanship and finish second to none in the country.
Fine and varied stock on hand—completed and in the works. Orders receive prompt and personal attention. All work warranted. 12 21 8mrp

HATS.

WILLIAM H. OAKFORD,

HATTER,

No. 913 CHESNUT STREET.

Patronage respectfully solicited. 1 3 fmw12t

WATCHES, JEWELRY, ETC.

THE

NEW YORK WATCH COMPANY'S

WATCHES,

(Factory, Springfield, Mass.

In presenting their Watches to the American public, we do so with the knowledge that in point of finish and time-keeping qualities they are superior for the price to any Watch made in this country.
For sale by

ALEX. R. HARPER,

Successor to John M. Harper,

No. 308 CHESNUT STREET,

SECOND STORY, (2 2 9mrp

Salesroom of the American Watch.

Established in 1854.

WATCHES.

EVERGOING
STEM-WINDERS,
KEY-WINDERS,
QUARTER SECONDS,
MINUTE REPEATERS,
ETC. ETC. ETC.

C. & A. PEQUIGNOT,

608 CHESNUT STREET,

2 1 PHILADELPHIA.

HENRY HARPER & CO.,

No. 520 ARCH Street,

ARE SELLING AT COST, PREVIOUS TO REMOVING TO NO. 722 CHESNUT STREET,

FINE WATCHES,
OPERA AND LEONTINE CHAINS,
DIAMOND RINGS,
JEWELRY,
2 8 wsmrp 6t FANCY SILVERWARE,
AND SILVER-PLATED WARE.

FIRE AND BURGLAR PROOF SAFE

BANK ROBBERY!!

Quite a startling affair has transpired,
An old Bank circumvented and bled!
And by devilish cunning inspired
Thieves are daily improving their trade.

Not a house in the land is secure
With a safe made but ten years ago!
For the scoundrels select what is sure
To be entered by jimmy and crow.

But there is a defense against all
The devices and skill of the crew,
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In our sphere as publishers we feel some degree of cautiousness in what we recommend to our readers, but when we know of anything of value to the public we shall not hesitate to make it known through our columns. We advise those of our readers who are suffering from dyspepsia, etc., to give Dr. Wishart's celebrated remedies a trial.

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FIFTH EDITION

STARTLING RUMOR.

Reported Loss of the Tennessee

With the San Domingo Commission

Reported Sunk with All Aboard.

A Probable Misstatement.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Rumored Loss of the Steamer Tennessee.
Special Despatch to The Evening Telegraph.

WASHINGTON, Feb. 8.—Despatches, it is said, have been received here to-day announcing that the U. S. steamer Tennessee, carrying the San Domingo commissioners, had foundered at sea, and that all on board were lost. It has created intense excitement about the Capitol. The news spread through both houses in a few minutes, and the excitement was so great that business was partially suspended.

It is stated that the Tennessee was a very staunch vessel, and that her engines were perfectly new, and had never been tried. She is twenty-three days out, and should have been heard of several days ago by way of Havana.

(NOTE.—An Associated Press despatch printed in our Fourth Edition mentions this rumor, but declares that it is unfounded.—ED.)

THE TITUSVILLE MURDER

Arrest of the Suspected Murderer.

The Erie *Dispatch* has the following:—

"On Saturday night depot detective Walter H. Smith arrested a man named Henry C. Whitford, on suspicion of being the Titusville murderer. To disclose the facts at present would be a breach of faith, but there is certainly some very strong circumstantial evidence against Whitford, so strong that it will require a clearly proven *alibi* to clear him of suspicion. Whitford is a drunken lout who came to this city last fall to claim a wife and child who had left him, and whom he reported to be living with a man working at the blast furnace in this city. He went there, but was assaulted. His case excited considerable sympathy until his worthless character began to show itself, and pity was changed to disgust. Whitford laughs at the idea of being arrested as a murderer, and seems to enjoy his quarters in the jail."

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ART IN COPENHAGEN.

From the Saturday Review.

Copenhagen is picturesque in its situation and pleasant in its society; commerce and the residence of a court make the city prosperous and gay. The capital of Denmark, approached from the sea, seems to float on the waves: she lies quietly as if at anchor, sheltered by a breakwater of islands from the stormy German Ocean. Her position is well chosen; she is, as it were, stationed as a sentinel to keep watch at the water-gate of Northern Europe. In times past she was able to lay nations under tribute; her treasures tell of her ancient wealth and dominion. And the arts have not entered Denmark wholly as importations from foreign lands; they are in part indigenous to the soil; they have a pedigree which stretches back even to prehistoric times. Copenhagen, then, fortunate in geographic position, and boasting of a national career, has for long taken rank among the chief art-capitals of Europe.

Art in Denmark may be compared to the geological formation common in Scandinavia generally; it is as a late alluvial deposit lying on an early granite substructure. The art, like the land itself, is either very early or very late; the middle ages are almost left out; indeed, at first sight, little appears to intervene between the prehistoric era termed by antiquaries "the Stone Period" and those modern times which are given up to the style known as the Renaissance. In other words, comparatively little is found which answers to the early Christian or pre-Raffaelite period of Italy, or to the times of the Gothic development in France, Germany, or England. Thor and Odin held for long the affections of the people. Christian art could scarcely exist prior to the tenth century, because there was hardly a Christian in the country. The dark background to Danish civilization receives such light as may be possible in that magnificent collection, the most complete of its kind, "Le Musee des Antiquites du Nord." The rooms in the palace appropriated to this Museum are apportioned between "The Age of Stone," "The Age of Bronze," and "The Age of Iron;" a classification which has been adopted in all similar collections with which we are acquainted in Northern Europe. Denmark being without trustworthy written records prior to the tenth century of our era, it is almost impossible to overrate the importance of a museum wherein the history of a primitive people may be read in contemporary monuments. The country lay beyond the pale of Roman conquests, and therefore its archæological remains have the interest of unspoilt nationality. The extent of these remains is almost incredible; the numerous cromlechs, whence it may be said Danish antiquaries have exhumed the hidden history of their country, furnish this Museum with endless replicas and varieties of each typical form of hatchet, chisel, knife, arrowhead, armlet, etc. This Museum, true to the idea of nationality, also comprises some works of the "Moyen Age" which possess local significance. In these latitudes Runic inscriptions and ornaments abound, and that down into periods elsewhere surrendered to Latin or Gothic characters and styles. Among "objets destines au culte" such works as the following are remarkable:—"155. Devant d'autel de la fin du 12e siecle, provenant de Tvenstrup pres de Horsens, compose de plaques de cuivre, appliquees sur un fond de bois de chene. Ces plaques sont travaillees au repousse, dorees et primitivement decorees de pierreries. Les representations figurales sont tirees de l'ancien et du nouveau Testament. Sept eglises de campagne du Jutland et du Slesvig possedaient ou possedaient des revetements analogues et contenporains." This truly national Museum, unrivalled in its gold treasures, would alone repay a visit to Copenhagen.

An Ethnological Museum has been so arranged as to elucidate the contiguous Museum of Northern Antiquities. The idea seems to be that savage tribes now extant may be taken as living representatives of peoples of prehistoric times, just as we are taught by geologists to look to strata in course of formation as an index to the state of the earth's surface thousands of years ago. The primitive arts thus brought together from the uncivilized tribes of Asia, Africa, America, and the Isles of the Pacific are certainly analogous, and sometimes all but identical, with stone and other implements dug up in Scandinavia. The Ethnological Museum, founded by the late C. J. Thomsen, has obtained important development under Professor Worsaae, to whose knowledge and enterprise may be ascribed the present systematic arrangement of the national collections. Copenhagen, a kind of ideal capital in miniature, has managed to make her museums a tolerably complete epitome of the arts and sciences. Denmark, notwithstanding her diminished strength, makes no small effort to give to her people the means of intellectual growth; and so well administered are the many museums and educational establishments of the capital that the student has little excuse when he quits his home and his country. Copenhagen had the advantage of an endowed system of art education ten years before the Royal Academy was established in London. Her University has high repute; her libraries, her natural history and anatomical museums, are on a scale more than commensurate with her population and revenue. Her picture gallery comprises seven hundred fairly good examples of ancient and modern art. To these may be added a small collection of Egyptian, Greek, and Roman antiquities, a cabinet of coins, a gallery of engravings, and some choice illuminations. Space does not permit us to describe the Thorwaldsen Museum of more than six hundred works, which, though well known everywhere, can nowhere else be seen collectively. Thorwaldsen, like other artists of the North, came of the people; his father was a ship-carpenter in Copenhagen. His genius, now the pride of his native city, remained neglected till it obtained recognition from Mr. Hope of London. A separate paragraph is due to the Castle of Rosenborg, "le Musee Chronologique des Rois du Danemark."

The picturesque chateau of Rosenborg, ascribed by some to Inigo Jones, is now occupied by royal heirlooms and curiosities which, like the treasures in the Green Vaults at Dresden, are due to the passion of monarchs for collecting. The castle is furnished and decorated with tables, chairs, beds, bridal ornaments, wedding goblets, gala swords, crystal cups, silver horns, silver fountains, coronation chairs, etc., brought together on the notion that the memory of each prince is best honored by placing in the room the objects by which while living he had been surrounded. The classification has the advantage of being at once personal and chronological. Extending from the time of Christian IV (1588-1648) down to the reign of the late King Frederick VII) 1848-1863), the collection represents the art condition of Denmark over a period of more than two centuries.

The disappointment is, that these treasures are not more ancient. The stranger in the land of the Sea Kings naturally thinks he may fall upon some relics of Sweyn or of Canute, the very chair perchance which Canute directed British courtiers to place on the seashore, or some prize which Hamlet, known in Danish history as "the Madman," may have brought home as a memorial of his trip to England. But nothing of the sort is met with. Thus while England's Coronation Chair in Westminster Abbey, one of the oldest pieces of woodwork extant, dates back to the thirteenth century, "the Coronation Chair of the Danish Kings" preserved in the Castle of Rosenborg was ordered to be manufactured about the middle of the seventeenth century, and first came into use at the coronation of Christian V, on the 7th of June, 1671. "The Oldenborg Horn," one of the most elaborate and showy pieces of silver work in Europe, is not of Danish but of German workmanship, and has moreover a date as late as the fifteenth century. In like manner, much which passes muster for Danish must necessarily be of foreign origin. That Denmark may feel the less humiliated, we frankly admit that the greater part of the art treasures of England are not English. Denmark and England, in national history as in art, have much in common; and thus the two countries may join hands, and acknowledge that no lands and no peoples have by nature been made more inartistic. It is amusing to observe how Britain coquetted with her neighbor across the seas; no fewer than seven Danish Kings were dubbed Knights of the Garter, whereof the insignia are of course treasured at Rosenberg. This chateau, which answers to the Hotel Cluny in Paris, has been fairly well described and illustrated in "Rosenborg: Notes on the Chronological Collection of the Danish Kings," by Carl Andersen, Inspector of the Collection; translated by Charles Shaw.

Coming down to modern times, the Danish division of the Royal Picture Gallery deserves attention. Contemporary art in Copenhagen has made itself known in successive international exhibitions; yet while in the last Paris competition the pictures of Sweden, Norway, and Russia severally received reward, the contributions of Denmark were passed over without recognition. The reason, we fear, is but too apparent. Other nations of Northern Europe date their but too recent Renaissance from the time when, distrusting their own educational resources, youths of promise were sent to the Academies of Dusseldorf, of Paris, or of Rome. Copenhagen, on the contrary, under a mistaken idea of nationality, jealously guarded against inroad a style of art now unfortunately exclusively her own—an art distinguished by plebeianism, opacity, and a vigor which is the reverse of refinement. Professor Eckersberg (born 1783, died 1853), deemed the master of the Danish school, appears in the museum as the ally of David, while other painters incline to Poussin. Such a dead-alive condition of course could not last. And now a nation almost too small to hold together, with a total population less than that of London, and with a revenue below three millions sterling, is divided between two hostile camps—the national and the non-national. So far does the mutual animosity go that the present writer was the other day informed that the bearer of letters to the one party could scarcely expect a kindly reception from the other. The so-called national party, which would seem the stronger of the two, maintains that Danish art should be Danish, and nothing more; it holds in abhorrence hybrid schools, it fosters nought but the legitimate offspring of Northern races and Northern lands. M. Exner, himself a Danish peasant educated in Copenhagen, represents the creed in unmitigated guise. "A Sunday Visit to Grandpapa in the Island of Amack" is painted with a vigorous yet somewhat vulgar hand. On the opposite side, the non-national party—headed by Professor Jerichau, the illustrious pupil of Thorwaldsen, and by Madame Jerichau, his wife, a Pole by birth—urge, and not without reason, that art is cosmopolitan, universal as truth and beauty, wide-embracing as nature. Hence they allow such foreign intervention as may tend to perfect art as art. On the one hand, the national party may be likened to commercial protectionists, who foster native industries by the exclusion of all importations from abroad; on the other, the non-national party answers to the free-traders, who would admit into the country whatever the country needs. Each principle has, as applied to art, a certain truth; the mischief is in the extreme of each party. Danish art has greatly suffered by this silly contest.

The Danish school of painting has passed through divers phases, most of which indicate a people singularly obtuse in art. Works of the David period are below similar products in Belgium and Italy. The present strength of the school is in genre. Denmark, in common with Sweden and Norway, has given birth to an art of truth-seeking naturalism, an art of simple peasant life, honest, homely, and hearty. The school is so far Danish or Scandinavian in that it differs from the Dutch and the Scotch; the pictures of M. Exner, M. Dalsgaard, M. Marstrand, and others, have a nationality distinct from the figures found in the canvases of Teniers and Ostade, or of Sir David Wilkie and Mr. Thomas Faed. Some of these faithful transcripts attain ethnographic accuracy, not to say tailoring truth, though in these lands the art of tailoring is not advanced beyond certain rudimentary forms. Passing to landscape, it may be asserted with no breach of charity that the Danes as a nation do not see nature with an artist's eye. M. Skovgaard and M. Lundbye, it will be admitted, produce landscapes of merit. Yet, for the most part, what the Danes call landscape-painting other nations would deem but land-surveying or map-making. These people find their sphere of art not on the land, but upon the ocean. Since the death of Stanfield, no nation can boast of marine-painters on a par with MM. Sorensen, Melby, and Neumann. It is fit that the descendants of the Sea Kings, dwellers on islands lashed by fierce storms, should feel themselves at home upon the ocean. No artists show more knowledge of wave curves, or of the equilibrium of waters driven by fierce winds.

Denmark has little to boast in the way of architecture. "The palaces at Copenhagen," says Mr. Fergusson somewhat contemptuously, "are large, and it may be convenient, buildings; the churches are sufficient for their congregations, but pretend to nothing more." "The Castle of Fredericksborg," with detestable details, is a palatial and picturesque edifice." With the exception perhaps of the Exchange and the Castle of Rosenborg, nothing can be more dreary, matter of fact, and commonplace than the architectural aspect of Copenhagen, a city of square-headed doors and windows and of stupid-looking houses built and rebuilt in periods of debasement, wherein it may be presumed economists such as our own Mr. Ayrton "sought to subordinate architecture to convenience," and "to render beauty and art subservient to utility." Yet here and there, as in a newly-constructed bank, there are signs that the sense of beauty and the love of art are not wholly extinct among the Danes. In Copenhagen, in Hanover, and in some other towns of the North have arisen of late years effective adaptations of Lombardic brick architecture with well-designed terra-cotta mouldings. On the whole, however, Denmark, in past and present times, has achieved less in the arts than in arms, commerce, science, literature. Her people are honest and kindly, cleanly and industrious, rather than æsthetic. And yet, when account is taken of the entire range of their intellectual manifestation, they do not suffer by comparison with other nations. Professor Oersted in science, Professors Thomsen and Worsaae in archæology, Hans Christian Andersen with others in literature, not to forget Thorwaldsen and Jerichau in sculpture, are names of European renown. This deserving and long-suffering people are fired with unabating patriotism. The love with which they cherish their national possessions, the liberality with which they sustain their historic collections, are worthy of a better fate. A country decimated since the days when it made a mark in Europe might almost despair were it not for the hope that Scandinavia will be once more united, and that Denmark, Sweden, and Norway may be formed into one strong Northern nation. In this and previous papers we have seen that no inconsiderable amount of art lies scattered through those lands, and there can be little doubt that ample materials exist for a Northern school worthy of a strong and intelligent Northern nation.

ACCIDENT AT HOBOKEN.

A Car Thrown Over an Embankment—Five Passengers Badly Injured.

The N. Y. *Post* of Saturday evening says:—

This morning, at about seven o'clock, another terrible accident occurred at the bridge which carries the Pavonia horse cars over the east mouth of the Bergen tunnel. Car No. 10 of the West End line was going down the descent, with a man at the brake and horses attached. In descending it gained such momentum that neither horses nor brakeman could stop it, and on reaching the lower curve it ran off the bridge, and falling twenty feet, was broken into fragments. The horses went over with the car, and were so badly injured that it became necessary to kill them.

Owing to the early hour when the accident occurred, there were but five passengers in the car. These were, however, all seriously, and one, it is thought, fatally injured.

James R. Wolford sustained internal injuries from which death is apprehended. A brother of ex-Alderman Schich had his hand crushed. George Helden sustained a fracture of a leg, and a gentleman from Bergen, whese name could not be ascertained, was terribly cut about the face and head.

This is the third accident of the kind which has occurred at the same place.

INSURANCE.

Fire, inland, and Marine Insurance.

INSURANCE COMPANY OF NORTH AMERICA,

Incorporated 1794.

CAPITAL $500,000

ASSETS January 1, 1871..$3,050,536

Receipts of Premiums, '70.....$2,096,154
Interests from Investments, 1870.. 137,050
$2,233,204

Losses paid in 1870.....$1,136,941

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$834,950
United States Government Loans	325,932
Pennsylvania State Loans	169,310
Philadelphia City Loans	200,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	368,245
Philadelphia Bank and other Stocks	62,486
Cash in Bank	281,048
Loans on Collateral Security	31,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	83,201
Real estate, Office of the Company	30,000
	$3,050,536

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.

ARTHUR G. COFFIN, PRESIDENT.

CHARLES PLATT, VICE-PRESIDENT.

MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary.

DIRECTORS.

ARTHUR G. COFFIN,	FRANCIS R. COPE,
SAMUEL W. JONES,	EDW. H. TROTTER,
JOHN A. BROWN,	EDW. S. CLARKE,
CHARLES TAYLOR,	T. CHARLTON HENRY,
AMBROSE WHITE,	ALFRED D. JESSUP,
WILLIAM WELSH,	LOUIS C. MADEIRA,
JOHN MASON,	CHAS. W. CUSHMAN,
GEORGE L. HARRISON,	CLEMENT A. GRISCOM,
WILLIAM BROCKIE.	[1 23§

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock,
Franklin A. Comly.	

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

FAME INSURANCE COMPANY

No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD Secretary. 7 23§

IMPERIAL FIRE INSURANCE CO.,

LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,

$8,000,000 IN GOLD.

PREVOST & HERRING, Agents,
No. 232 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST. CHAS. F. HERRING

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office S. E. corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES
on Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
on Goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES
on Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY, November 1, 1870.

$300,000 United States Six Per Cent Loan (lawful money)	$333,375 00
200,000 State of Pennsylvania Six Per Cent. Loan	214,000·00
200,000 City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162·50
164,000 State of New Jersey Six Per Cent. Loan	163,920·00
20,000 Pennsylvania Railroad First Mortgage Six Per Ct. Bonds	20,700·00
25,000 Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds	25,250·00
25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000 State of Tennessee Five Per Ct. Loan	18,000·00
7,000 State of Tennessee Six Per Ct. Loan	4,200·00
12,500 Pennsylvania Railroad Company (250 Shares Stock)	15,000·00
5,000 North Pennsylvania Railroad Company (100 Shares Stock)	4,300·00
10,000 Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000·00
261,650 Loans on Bond and Mortgage, first liens on City Properties	261,650·00
$1,260,150 Par. C'st, $1,264,447·34. M'k't v'l	$1,293·557 00
Real Estate	56,000·50
Bills Receivable for Insurances made	230,971·27
Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,375·47
Stock and scrip, etc., of sundry corporations, $7950, estimated value	3,912·00
Cash.	142,911·73
	$1,820,727·97

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Joseph H. Seal,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Hugh Craig,	Spencer McIlvaine,
John D. Taylor,	John B. Semple, Pittsb'rg,
George W. Bernadou,	A. B. Berger, Pittsburg,
Wm. C. Houston,	D. T. Morgan, Pittsburg.
H. Frank Robinson,	

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 2 1 1tm

1829. CHARTER PERPETUAL. 1871.

Franklin Fire Insurance Company
OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '71, $3,087,452·35

CAPITAL.....$400,000·00
ACCRUED SURPLUS AND PREMIUMS. 2,687,452·35

INCOME FOR 1871, $1,200,000. LOSSES PAID IN 1870, $272,881·70.

Losses Paid Since 1829 Nearly $6,000,000.

The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.

Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents and Mortgages.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 7td31
THEODORE M. REGER, Assistant Secretary.

ASBURY LIFE INSURANCE CO.
NEW YORK.

LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y.
EMORY McCLINTOCK, Actuary.

JAMES M. LONGACRE,
MANAGER FOR PENNSYLVANIA AND DELAWARE,
Office, 302 WALNUT St., Philadelphia.
H. C. WOOD, Jr., Medical Examiner.
5 23 mwf1m REV. S. POWERS, Special Agent.

FIRE ASSOCIATION

INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,705,319·07.

TRUSTEES.

William H. Hamilton,	Charles P. Bower,
John Carrow,	Jesse Lightfoot,
George I. Young,	Robert Shoemaker,
Jos. R. Lyndall,	Peter Armbruster,
Levi P. Coats,	M. H. Dickinson,
Samuel Sparhawk,	Peter Williamson,
Joseph E. Schell.	

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full).....$200,000·00
CASH Assets, December 1, 1870.....$600·388·24

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Naibro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Boulton,
Benj. T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John H. Brown,	James M. Aertsen.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

FURNACES, ETC.

ESTABLISHED 1825.

FRED. T. MECKE. H. J. DEAS

H. J. DEAS & CO.,
MANUFACTURERS OF
Warm Air Furnaces
AND
Cooking Ranges,

Portable Heaters, Low Down Grates, Slate Man Bath Boilers, Registers and Ventilators.

No. 111 North SEVENTH St.,
PHILADELPHIA. [9 22 thstu6mrp
JOBBING PROMPTLY ATTENDED TO.

SHIPPING.

LORILLARD STEAMSHIP COMPAN.

FOR NEW YORK,

SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,

are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply at Company's office, Pier 33 East river, New York, or to

JOHN F. OHL,
PIER 19 NORTH WHARVES.

N. B.—Extra rates on small packages iron, metals, etc. 2 8§

NATIONAL STEAMSHIP LINE.—Steam to and from NEW YORK, LIVERPOOL, AND QUEENSTOWN. Steamers sail WEDNESDAY, THURSDAY, and SATURDAY.

Cabin, $75 and $65; Steerage, $28. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (Steerage) for $32. Tickets to and from Londonderry and Glasgow by this favorite route at the same low currency rates.

Passengers booked to and from London, Paris, Hamburg, Havre, Bremen, etc., at lowest rates.

NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $75 in Cabin and $2 in steerage cheaper than other first-class lines.

For passage, or bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to

WALLER & CO., Agents,
1 16 No. 204 WALNUT St., just above Second.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The JUNIATA will sail for New Orleans, via Havana, on Tuesday, February 21, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana, on ——, February —.

THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail for Savannah on Saturday, February 11, at 8 A. M.

The WYOMING will sail from Savannah on Saturday, February 11.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Friday, Feoruary 10, at 6 A. M. Returning, will leave Wilmington Friday, February 17.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent,
6 1§ No. 130 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES.

Steamers leave every SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND THURSDAYS, and NORFOLK SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transier.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 1 11§

FOR SAVANNAH, GEORGIA
THE FLORIDA PORTS,
AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
FOUR STEAMERS A WEEK,
TUESDAYS,
THURSDAYS,
AND SATURDAYS.

THE STEAMSHIPS
SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.

WM. R. GARRISON, Agent,
No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.

R. LOWDEN, Agent,
No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 East River.

MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.

LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT. Superior accommodations for passengers.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. [1 6t

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

WHITE STAR LINE

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray. ARCTIC,
ATLANTIC, Captain Thompson. BALTIC,
PACIFIC, Captain Perry. ADRIATIC.

These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.

Passenger accommodations unrivalled.

Parties sending for their friends in the old country can now obtain prepaid tickets.

Steerage, $32, currency.

Other rates as low as any first-class line.

For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.

1 5† J. H. SPARKS, Agent.

FOR NEW YORK
VIA DELAWARE AND RARITAN CANAL,
EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the Line will commence loading on the 8th inst., leaving Daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 1 20

NEW EXPRESS LINE
TO
ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., VIA CHESAPEAKE AND DELAWARE CANAL,

with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1§

FOR ST. THOMAS AND BRAZIL.
UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 22d of every month.

MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
12 10† No. 5 Bowling-green, New York.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

J. T. EASTON. M'MAHON.

EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Pontine Belting, Sail Twine, etc.
JOHN W. CUSHMAN,
No. 10 CHURCH Street (City Stores).

PROPOSALS.

UNITED STATES MAILS. PENNSYLVANIA.

POST OFFICE DEPARTMENT, WASHINGTON, Sept. 30, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 30 following:—

2365 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 22 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7·30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7·30 A. M.;
Arrive at Butler by 4 P. M.

2610 From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.

2634 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M.

2635 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 3 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.

2636 From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.

2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.

2638 From Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 1 P. M.;
Arrive at Horton's by 4 P. M.
Proposals for more frequent service invited.

2639 From Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Osceola Mills by 6 P. M.

2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin Station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.
Arrive at Hanlin Station by 5 P. M.
Proposals for more frequent service invited.

2641 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Tryonville by 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.

2642 From Flicksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departure.

2643 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.

2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.
Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.
Arrive at Dixon by 12 M.

2645 From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.

2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.
Proposals for an additional weekly trip on Thursday invited.

2647 From Millertown, by Coffman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Millerstown by 7 P. M.

2648 From Edge Hill Station (no office), by Fitzwatertown, Jarrettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail trains.

2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7·30 A. M.;
Arrive at Newport by 10·30 A. M.

2650 From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.

2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattsburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.;
Arrive at North East by 10 A. M.
Proposals for an additional trip on Tuesday invited.

2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummerfield Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the postmasters.

2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday, at 11·30 A. M.—or after arrival of mail train;
Arrive at Herrick by 2·30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.

2654 From Russell Hill to Keiserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.

2655 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 6·30 A. M.;
Arrive at Phœnixville by 8·30 A. M.

2656 From Cochransville to Londonderry, 2½ miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.

2657 From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.

2658 From Trunkeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.

2659 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 13 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.

2066 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.

2661 From Liberty, by Brittonwood (no office) and Steam Valley (no office), to Trout Run, 15 miles and back, once a week.
Leave Liberty Saturday at 7 A. M.;
Arrive at Trout Run by 12 M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.

NOTES.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superscribed "Proposals, State of Pennsylvania," and sent by *mail*.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices. JOHN A. J. CRESWELL,
1 9 eod tM1 Postmaster-General.

ARMY BUILDING, CORNER OF HOUSTON AND GREENE STREETS.

NEW YORK CITY, Feb. 2, 1871.

Proposals in Duplicate will be received by the undersigned until 12 M., SATURDAY, March 4, for the following Subsistence Stores:—

300 barrels of Prime Mess Pork, containing 200 pounds net, 1 iron-hoop on each end
500 barrels of Flour, round hoops, full head-lined, and sealed bungs.
100 barrels of "E. F." Flour, round hoops, full head-lined, and sealed bungs.
15,000 pounds of Fine Salt, in barrels, full head-lined.
10,000 pounds of "Prime Med." Beans, in barrels, full head-lined.
20,000 pounds of Brown Sugar, in barrels, full head-lined.
5,000 pounds of Crushed Sugar, in barrels, full head lined.
5,000 pounds of Granulated Sugar, in barrels, full head-lined.
5,000 pounds of Cut Loaf Sugar, in barrels, full head lined.
5,000 pounds of Carolina Rice, in oak barrels, full head lined.
20,000 pounds of Green Rio Coffee, in oak barrels, full head lined.
5,000 pounds of Green Java Coffee, in mats, packed in gunnies, containing 3 mats each.
5,000 gallons of pure Cider Vinegar, in barrels, iron hooped.
20,000 pounds of family Soap, 2-pound bars, 80-pound boxes, net, strapped.
5,000 pounds of "Ada." Candles, 6's, full weights, 40-pound boxes, net, strapped.
1,000 pounds of Pure Ground Black Pepper, ¼-pound packages, in 25-pound boxes, strapped.
1,000 pounds of Breakfast Bacon, in 100-pound boxes, strapped.
1,000 pounds of Smoked Tongues, in 100-pound boxes, strapped.
1,000 pounds of Smoked Beef, in 100-pound boxes, strapped.
5,000 pounds of Sugar-cured Hams, packed in tierces.
1,000 gallons of Syrup, in ½ and whole barrels.
1,000 gallons of Molasses, in ½ and whole barrels.
1,000 dozen of Toilet Soaps, assorted.
600 boxes of Table Salt, in boxes containing 60 boxes each.
25 pounds of Cayenne Pepper, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Cinnamon, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Ginger, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Allspice, ground, in ¼-pound packages, packed in boxes of 25 pounds.
100 pounds of Mustard, ground, in ¼-pound cans, packed in boxes of 12 pounds.
200 pounds of Yeast Powders, in ¼-pound cans, packed in boxes of 12 pounds.
50 kits of Mess Mackerel, containing 20 pounds, net.
150 boxes of Dessicated Codfish, 1-pound boxes packed 24 in a case.
100 boxes of Smoked Herring.
1,000 half-boxes of Sardines, in original cases.
1,000 pounds of Dried Peaches, in barrels full head lined.
1,000 pounds of Dried Appels, in barrels full head lined.
100 pounds of Nutmegs.
100 quarter boxes of Raisins, strapped 10 in a package.
100 half boxes of Raisins, strapped 10 in a package.
100 whole boxes of Raisins, strapped 10 in a package.
1,000 pounds of Dried Prunes, in 25-pound boxes.
240 cans of Fresh Salmon, in 2-pound cans.
240 cans of Fresh Oysters, in 2-pound cans.
240 cans of Spiced Oysters, in 2-pound cans.
600 cans of Tomatoes, in 2-pound cans.
600 cans of Green Corn, in 2-pound cans.
240 cans of Lima Beans, in 2 pound cans.
240 cans of Green Peas, in 2-pound cans.
240 cans of Lobsters, in 2-pound cans.
600 cans of Fresh Peaches, in 2-pound cans.
240 cans of Preserved Peaches, in 2-pound cans.
240 cans of Preserved Pineapples, in 2-pound cans.
240 cans of Preserved Damsons, in 2-pound cans.
240 cans of Fresh Pineapples, in 2-pound cans.
240 cans of Cranberry Sauce, in 2-pound cans.
240 bottles of Worcestershire Sauce, packed 12 in a case, imported "pints."
240 cans of Currant Jelly, 2-pound cans.
240 cans of Raspberry Jam, 2-pound cans.
2,400 cans of Condensed Milk, 1-pound cans, "Eagle" brand.
400 bottles of Assorted Pickles, consisting of English Chow-chow and Gherkins, and Domestic Cucumbers and Onions.
20 gross of Vanilla Extracts, 2 and 4-ounce vials.
20 gross of Lemon Extracts, 2 and 4-ounce vials.
400 pounds of Corn Starch, in 1-pound packages, 40-pound boxes.
720 pounds of Laundry Starch, in 1-pound packages, 36-pound boxes.
108 pounds Tapioca, in 1-pound packages, 25-pound boxes.
300 pounds of Chocolate, in 1-pound packages, 25 pounds each.
300 pounds of Vermicelli, in 1-pound packages, 25-pound boxes.
300 pounds of Maccaroni, in 1-pound packages, 25-pound boxes.
300 pounds of Carbonate Soda, in 1-pound packages, 36 pounds each.
250 pounds of Cream Tartar, in 1-pound packages, 25 pounds each.
3,000 pounds of Lard, in 5 pound caddies, packed 12 in a case.
100 pounds of Laundry Indigo, packed 15 pounds in a case.

The manner of making bids, requirements of bidders, the same as previous advertisements from this office. These stores are required for immediate shipment, and in quantities more or less at the option of the Government.

By order of Major W. W. BURNS,
2 7 tm 4t Chief C. S. Department of East.

TO IRON MANUFACTURERS.

U. S. LIGHTHOUSE DEPOT,
Office Lighthouse Engineer Third District,
TOMPKINSVILLE, Staten Island, N. Y.,
January 13, 1871.

PROPOSALS FOR SCREW-PILE LIGHTHOUSES.

SEALED PROPOSALS from Iron Foundries will be received at this office until MONDAY the 13th day of February, 1871, at 12 o'clock M., for the entire IRON and WOODWORK of TWO SCREW-PILE LIGHTHOUSES, the plans and specifications of which are for inspection at this office. A suitable place will be provided by the contractor for the setting up of the entire structure for inspection and acceptance.

The contractor, who must be a manufacturer of iron, will include in his proposals the cost of taking down and delivering on board the vessels provided by the undersigned for shipment of the same.

Proposals will state the time of completing the structures.

The right to reject any proposals that may be deemed disadvantageous to the Government is reserved.

Proposals will be in duplicate, accompanied by a guarantee in duplicate, with a printed copy of this advertisement affixed to each proposal, and will be addressed to the undersigned, and endorsed "Proposal for Screw-pile Lighthouses." J. C. WOODRUFF,
Lieut.-Colonel of Engineers, U. S. A.,
1 20t2 13 Lighthouse Engineer Third District.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g&Allent'n Way	7·30	Pottstown Accom....	9·15
Harrisb'g&Potts'e Ex	8·15	Read'g & Pottsv'e Ac.	10·20
Phila. & Potts'e Way Train	12·30		P. M.
	P. M.	Harrisb'g&Potts'e Ex	1·00
Harrisb'g&Potts'e Ex	3·30	Phila. & Pottsv'e W. Train	4·30
Pottstown Accommo.	4·00	Harrisbg&Potts'e Ex	7·00
Read'g& Pottsv'e Ac.	4·45	Harrisbg, Pottsville, and Allentown Ac.	9·10
ON SUNDAYS.	A. M.	ON SUNDAYS.	A. M.
To Reading..........	8·00	From Pottsville.....	12·35
	P. M.		P. M.
To Pottsville..........	3·15	From Reading.......	7·25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7·30 a. m., 12·30 noon, and 4 p. m.

For Schwenksville and points on Perkiomen Railroad, take 7·30 a. m. 12·30 noon, and 4 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leave New York at 9·00 a. m. and 5·00 p. m., passing Reading at 1·55 and 10·05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3·10, 8·10, and 11·45 a. m., and 2·50 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8¾, 9·05, 10, 11, 12 A. M.; 1, 2, 2·30, 3·15, 3·45, 4·05, 4·30, 5·05, 5·45, 6, 6·30, 7, 8, 9, 10·05, 11, 12 p. m. Leave Germantown, 6, 6·55, 7·30, 8, 8·20, 9, 9¾, 10, 11, 12 a. M.; 1, 2, 3, 3·50, 4, 4·45, 5, 5·30, 6, 6·30, 7, 8, 9, 10, 11 p. m. The 8·20 and 9·30 down trains, 2·30, 3·45, and 5·45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9·15 a. m.; 2, 4·05, 7, 10·45 p. m. Leave Germantown, 8·15 a. m.; 1, 3, 6, 9·45 p. m.

Passengers taking the 6·55, 9 a. m., and 6·30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2·30, 3·45, 5·45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7·10, 8, 9·10, 11·40 a. m.; 1·40, 3·40, 5·40, 6·40, 8·40, 10·40 p. m. On Sundays, leave 9·15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7·50 a. m.; 12·40, 5·40, 9·25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Norristown at 5·30, 6·25, 7, 7·45, 8·50, 11 a. m.; 1·30, 3, 4·30, 6·15, 8, 9·30 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Norristown at 7 a. m.; 1, 5·30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Manayunk at 6, 6·55, 7·30, 8·10, 9·20, 11·30 a. m.; 2, 3·30, 5, 6·45, 8·30, 10 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Manayunk at 7·30 a. m.; 1·30, 6·15, 9·30 p. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6·20 a. m. and 2·30 p. M.

The 7·45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 7·12, 9·05 a. m., and 6·30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8·30 a. m., 12·30 and 5 p. m. trains from New York stop at Intersection Station. 11

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—

TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8·00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—

Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4·30 P. M. and 7 P. M. Saturdays only, at 2·30 P. M.

Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia:—

Leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 and 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.

Chadd's Ford at 7·26 A. M. 11·58 A. M., 3·55 P. M., and 6·49 P. M. Sundays at 6·49 P. M. only.

HENRY WOOD, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

ON AND AFTER MONDAY, October 17, 1870,

Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7·45 and 11·20 A. M., 2·30, 6·15, and 11·30 P. M. Stops at all stations.

For West Chester at 4·40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4·10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 6·30 and 10·45 A. M., 1·55, 4·55, and 6·55 P. M. Stops at all stations.

From West Chester at 7·55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).

From B. C. Junction at 8·40 A. M. Stops at all stations.

ON SUNDAY—Leave Philadelphia at 8·30 A. M. and 2 P. M. Leave West Chester at 7·55 A. M. and 4 P. M.

10 14 W. C. WHEELER, Superintendent.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3·30 P. M., Accommodation, via Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate stations.

At 7 A. M. and 3·30 P. M. for Freehold and Farmingdale.

At 7 and 10 A. M., 12 M., 2, 3·30, and 6 P. M. for Trenton.

At 7 and 10 A. M., 12 M., 2, 3·30, 5, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45 and 12 P. M., New York Express Lines, and at 11·30 P. M., Line, via Jersey City.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45, and 12 P. M. for Trenton.

At 9·45 A. M. 1·20, 6·45 and 12 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9·45 A. M., 6·45 P. M., and 12 night.

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and at 9·30 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 9·30 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9·30 A. M., 12·30, 2·30, 5·15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE),
VIA NEW JERSEY SOUTHERN RAILROAD.

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6·45 and 11 A. M., 1, 2·30, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6·45 A. M., 2·30 and 6·30 P. M. for Lumberton and Medford.

At 6·45 and 11 A. M., 3·30, 5, and 6·30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6·45 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect December 19, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 A. M. (Accommodation) for Doylestown.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15 and 5·20 and 8·15 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6·20 P. M. (Accommodation) for Lansdale.

11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8·55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.
Doylestown at 8·25 A. M., 4·40 and 6·35 P. M.
Lansdale at 7·30 A. M.
Fort Washington at 9·20 and 11·20 A. M., 3·10 P. M.
Abington at 2·35, 6·55, and 9·35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2·00 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4·00 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

Dec. 19, 1870. ELLIS CLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD.—The trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia....... 9·40 P. M.
" " Williamsport...... 7·25 A. M.
" arrives at Erie............. 7·40 P. M.
ERIE EXPRESS leaves Philadelphia.... 12·20 A. M.
" " Williamsport.... 8·50 P. M.
" arrives at Erie............. 7·40 A. M.
ELMIRA MAIL leaves Philadelphia...... 9·30 A. M.
" " Williamsport..... 6·35 P. M.
" arrives at Lock Haven.. 7·50 P. M.

EASTWARD.

MAIL TRAIN leaves Erie............... 9·00 A. M.
" " Williamsport........ 10·05 P. M.
" arrives at Philadelphia..... 6·50 A. M.
ERIE EXPRESS leaves Erie............. 9·00 P. M.
" " Williamsport........ 8·25 A. M.
" arrives at Philadelphia. 5·30 P. M.
ELMIRA MAIL leaves Lock Haven........ 8·15 A. M.
" " Williamsport........ 9·25 A. M.
" arrives at Philadelphia.. 5·30 P. M.
BUFFALO EXP. leaves Williamsport.... 12·35 A. M.
" " Sunbury............ 2·30 A. M.
" arrives at Philadelphia.. 9·40 A. M.

Express, Mail, and Accommodation, east and West, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.
For Oxford Wednesdays and Saturdays only at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4·30 P. M., and 7 P. M. Wednesdays and Saturdays only 2·30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 7 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 A. M., 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.

Chadd's Ford at 7·26 A. M., 11·58 A. M., 3·55 P. M., and 6·49 P. M. Sundays 6·49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD,
10 3 General Superintendent.

WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT, COMMENCING MONDAY, SEPTEMBER 19, 1870.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),

8·15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.

11·45 A. M., Woodbury Accommodation.

3·15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5·30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Pittsburg Express	12·11 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·40 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and	7·10 P. M.
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	9·50 P. M.
Pacific Express	10·10 P. M.
Paoli Accommodation, No. 4	11·10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10·10 P. M.

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7·00 A. M.
Erie Mail	7·00 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·50 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·50 A. M.
Lancaster Train	12·20 P. M.
Erie Express	5·45 P. M.
Lock Haven and Elmira Express	5·45 P. M.
Pacific Express	3·25 P. M.
Southern Express	5·45 P. M.
Harrisburg Accommodation	9·40 P. M.
Paoli Accommodation, No. 4	10·50 P. M.

For further information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

LUMBER.

1871 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1871

1871 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1871

1871 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1871

1871 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1871

1871 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1871

1871 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1871

1871 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1871

1871 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1871

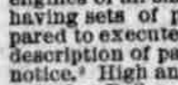
1871 CEDAR SHINGLES. CYPRESS SHINGLES. 1871

MAULE, BROTHER & CO.,
11 No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY,

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
11 30 6m No. 1715 RIDGE Avenue, north of Poplar St.

ENGINES, MACHINERY, ETC.



PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
8 15 BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

PHILADELPHIA, PA.,

Manufacture Plain and Galvanized
WROUGHT-IRON PIPE
and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Railing Makers, Oil Refiners, etc.

WORKS,
TWENTY-THIRD AND FILBERT STREETS.
OFFICE AND WAREHOUSE,
8 1 No. 42 N. FIFTH STREET.

CORDAGE, ETC.

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

4 13 12m PHILADELPHIA

JOHN S. LEE & CO., ROPE AND TWINE MANUFACTURERS,
DEALERS IN NAVAL STORES,
ANCHORS AND CHAINS,
SHIP CHANDLERY GOODS, ETC.,
Nos. 46 and 48 NORTH WHARVES. 2 8

ALEXANDER G. CATTELL & CO.,
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

AUCTION SALES.

M. THOMAS & SONS, AUCTIONEERS, NOS. 139 and 141 S. FOURTH Street.

Sale at the Auction Rooms.

SUPERIOR HOUSEHOLD FURNITURE, PIANO, CABINET ORGANS, MIRRORS, FINE CARPETS, Etc.

On Thursday Morning,

Feb. 9, at 9 o'clock, about 600 lots superior Household Furniture, comprising 6 walnut parlor suits, covered with plush, rep and hair cloth; walnut chamber suits; cabinet organ, made by Estey; French plate mirrors; wardrobes; book-cases; extension and centre tables; china; glassware; hair matresses; feather beds; walnut office desks, tables and railing; fire-proof safe, made by Evans & Watson; counters; stoves; fine carpets, etc.

Also, 100 boxes window glass, assorted sizes.

Also, 50 boxes French picture glass, assorted sizes.

Also, superior rosewood piano-forte, made by Raven, Bacon & Co. 1t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR, LIBRARY, Chamber and Dining-room Furniture; Fine Velvet, Brussels, and Ingrain Carpets; 2 Rosewood Piano Fortes, Rosewood Parlor Organ, Mantel and Pier Glasses, Bookcases, Office and Library Tables, Spring, Hair, and Husk Mattresses; China Toilet Sets, Clothes Hampers, Invoice of Fine Plated Ware, Invoice of Wines and Liquors, Invoice of Fine Furs, Portable Printing Press and Type, Stoves, Kitchen Furniture, etc.

On Friday Morning,

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold by catalogue, a large and elegant assortment of New and Secondhand Furniture, Carpets, etc., of every description.

ARTICLES TO BE SOLD AT 1 O'CLOCK,
Rosewood pianos and organs.
Portable printing press and type.
Invoice of fine wines and liquors.
Invoice of fine furs. 2 8 2t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.

On Thursday Morning,

Feb. 9, at 10 o'clock, on 4 months' credit. 2 3 5t

FIRST SPRING SALE OF CARPETINGS, OIL, CLOTHS, ETC.

On Friday Morning,

February 10, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 2 2

500 ALL-WOOL CRUMB CLOTHS
of the best quality and choice patterns.
CANTON MATTING.
An invoice of superior fancy colored matting.

SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC.

On Tuesday Morning,

Feb. 14, at 10 o'clock, on four months' credit. 2 8 5t

BY HENRY W. & B. SCOTT, JR., AUCTIONEERS AND COMMISSION MERCHANTS, (temporarily) No. 841 CHESNUT Street, under the Girard House.

LARGE AND IMPORTANT SALE OF HIGH CLASS MODERN PICTURES,

By foreign and American artists, consigned by W. H. Fanning, Esq., of Fanning's Art Rooms, New York, and to be sold on

THURSDAY AND FRIDAY EVENINGS,

9th and 10th inst, at 7½ o'clock, at SCOTT'S ART GALLERY, No. 841 CHESNUT Street, under the Girard House.

The catalogue embraces the works of the following artists:—John Faulkner, R. H. A. Bispham, Hart, Gifford, Ream, Juliard, S. Coleman, Dolph, William H. Brown, Loveridge, Culverhouse, Tait.

FOREIGN.

Robbe, Charles Chaplin, Rebout, Backolowitz, De Noter, Van Dieghâm, Maes, Van Leemputten, Newhuysen, etc.; together with many other fine specimens of Foreign and American art.

On view, with catalogue, Tuesday, day and evening, until sale. 2 7 4t

SALES ON PREMISES receive prompt and personal attention.

HENRY MOLTEN, AUCTIONEER.
BY HENRY MOLTEN & CO.,
Salesroom, Nos. 21 and 23 MERCER Street,
New York.

REGULAR TRADE SALE
OF
FUR AND WOOL HATS,
LADIES' AND GENTS' READY-MADE FURS,
STRAW, FELT, AND VELVET GOODS,
Every THURSDAY during the season.

Cash advances made on consignments without additional charges. 2 8

BY MAGILL, FARREL & CO AUCTIONEERS,
No. 318 MARKET Street.

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

MARTIN BROTHERS, AUCTIONEERS.—
No. 704 Chesnut street.

BY BARRITT & CO., AUCTIONEERS,
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge. 11 24t

LEGAL NOTICES.

DEPARTMENT OF HIGHWAYS.—OFFICE OF CHIEF COMMISSIONER, No. 104 SOUTH FIFTH STREET.

PHILADELPHIA, Feb. 6, 1871.

NOTICE.

In accordance with the provisions of an Ordinance of Councils, approved April 24, 1868, notice is hereby given that the final estimate for the construction of the sewer on North College avenue will be paid MARCH 6, 1871. All persons having claims for labor done or materials furnished for said sewer are requested to present the same for payment on or before 12 o'clock M. of MARCH 6, 1871.

MAHLON H. DICKINSON,
2 8 wmf M5 Chief Com'r of Highways.

IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

PHILIP SPAEDER vs. GEORGE HAMBRECHT, fi. fa.; VIRTUE C. SWEATMAN vs. GEORGE HAMBRECHT, fi. fa. September Term, 1870, Nos. 97 and 98.

The Auditor appointed by the Court to report distribution of the fund in court, arising from the Sheriff's sale under the above writs of *fieri facias* of the personal estate of the said GEORGE HAMBRECHT, will meet the parties interested for the purposes of his appointment at his Office, No. 518 WALNUT Street, Room No. 10, in the city of Philadelphia, on WEDNESDAY, February 15, 1871, at 3 o'clock P. M., when and where all persons are required to make their claims before such Auditor or be debarred from coming in upon said fund.

E. C. MITCHELL,
2 2 10t Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of CHARLES HENRY FISHER, Esq., deceased.

The Auditor appointed by the Court to audit, settle, and adjust the several accounts of PETER C. HOLLIS and HENRY P. MUIRHEAD, trustees under the will of CHARLES HENRY FISHER, deceased, for ELIZA G., ELLEN, JAMES LOGAN, and MAUD FISHER (as stated by P. C. Hollis, acting accountant), and to report distribution of the balances in the hands of the accountants, will meet the parties interested for the purpose of his appointment on THURSDAY, February 16, 1871, at 12 o'clock M., at his office, No. 131 South FIFTH Street, in the city of Philadelphia.

GEORGE M. CONARROE,
Auditor.

3 fmw 5t

ESTATE OF EUGENE CUMMISKEY, LATE OF THE CITY OF BALTIMORE, DECEASED.

Letters Testamentary upon the Estate of EUGENE CUMMISKEY, late of the city of Baltimore, deceased, having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims against the same will present them to

WILLIAM D. HALE,
Penn Buildings, WALNUT St., above Fourth.
JOHN C. LOVE,
No. 23 BANK Street, Philada.,
Or to their Attorney, JOSEPH J. DORAN,
1 2 6t No. 32 S. THIRD Street, Philada.

TOOLS FOR MACHINISTS, LATHES, Boring, Screw and Cog-Cutting, Planing, Slotting and Punching Machines. Heavy, and of the best material and work. GEORGE C. HOWARD,
5 9 t No. 17 South EIGHTEENTH Street.

CITY INTELLIGENCE.

THE NEW RULES.

The Organization and Government of the Republican Party of Philadelphia—The Committee on Revision.

This afternoon the convention to revise the rules for the government of the Republican party will meet in the County Court House at half-past 3 o'clock. The committee of fifteen, consisting of Messrs. Joseph A. Bonham, Chairman, Eleventh ward; William Calhoun, First; William C. Bessellevere, Second; Joseph T. Pratt. Third; John A. Suermer, Seventh; Alexander P. Colesberry, Eighth; William B. Mann, Twelfth; Thomas Cochran, Thirteenth; Charles B. Barrett, Fifteenth; Samuel F. Gwinner, Eighteenth; William Rittenhouse, Nineteenth; P. A. B. Widener, Twentieth; Louis Wagner, Twenty-second; S. Haworth, Twenty-fourth; and Christian Kneass, Twenty-seventh, whose duty it was to draft the new rules, will present their report. We thus epitomize it:—

Rules I, II, III, and IV provide for the organization of ward associations, the election and government of the City Executive and ward executive committees.

Rule V. Section 1, relating to city conventions, prescribes that each ward shall be entitled to send to every general city convention, whether called by the City Executive Committee or provided for by the rules, one representative from each division. There shall be a separate convention for each city and county office, and one for all judicial nominations.

Section 2 provides that each division within the proper Congressional, Senatorial, Representative, or Survey district shall be entitled to send one representative to each Congressional, Senatorial, Representative, or Surveyors' Convention.

Section 3 provides that each division in the ward shall elect one delegate to a convention to nominate councilmen and school directors, and one delegate to a convention to nominate aldermen, assessors, and constables.

Section 4, relating to the meeting of conventions, provides that the City Executive Committee shall elect by ballot one member of the City Executive Committee to organize each of the said conventions for nominating candidates for city and county offices, one member to organize the Judicial Convention, and one member to organize each convention to nominate Senators and Congressmen, whenever said conventions are to be held, and shall appoint some reputable citizens who shall reside in the legislative district to organize the conventions for nominating candidates for the Legislature. And no member so elected shall be a member of either of the said conventions. (This will do away with the confusion and disorder which usually attended the organization of recent conventions.) When the convention is permanently organized the person so elected shall retire. The permanent organization shall remain in secret session, *admitting only newspaper reporters at their discretion.*

The remaining sections of the rule relate to the duties of the officers, the manner of making nominations, etc., provide for the places of meeting, and state the law regarding contested seates.

Rule VI provides for the registry of voters.

Rule VII lays down the regulations for the holding of primary elections.

Rules VIII, IX, X, XI, relating to the failure of conventions to comply with the regulations, the holding of State and National Conventions, and alterations and amendments, do not differ materially from those in use last year.

OUR MILITIA.

How the Play-Soldiers of the City Figure in the Adjutant-General's Report.

Adjutant-General Russell, in his annual report for the year ending November 30, 1870, extracts from which were published by us yesterday, says that all the military organizations in the State comprise 972 commissioned officers and 13,894 enlisted men. In the First Division alone, which includes the militia of this city, have regimental organizations been completed. The division comprises four brigades, fourteen regimental organizations, and five independent companies of different arms of the service. The 11th, 12th and 13th Regiments, colored troops, constitute a provisional brigade.

Below we give the number of commissioned officers and enlisted men in each organization, at the date of Adjutant-General Russell's report:—

	Officers.	Men.
First Brigade.		
First Troop City Cavalry	4	46
Artillery Corps, Washington Greys	4	72
Keystone Battery	3	98
Second Regiment Infantry	26	448
Weccacoe Legion	3	62
Total, First Brigade	40	726
Second Brigade.		
First Regiment Infantry	29	322
Fifth Regiment Infantry	24	421
Tenth Regiment Infantry	18	278
Total, Second Brigade	71	1021
Third Brigade.		
Philadelphia Veteran Light Artillery	4	36
Fourth Regiment Infantry	19	266
Ninth Regiment Infantry	21	246
Total, Third Brigade	44	548
Fourth Brigade.		
First Regiment Cavalry	38	300
Third Regiment Infantry	37	450
Sixth Regiment Infantry	33	331
Seventh Regiment Infantry	25	420
Eighth Regiment Infantry	25	324
Total, Fourth Brigade	158	1825
Provisional (Colored) Brigade.		
Eleventh Regiment Infantry	34	472
Twelfth Regiment Infantry	35	550
Thirteenth Regiment Infantry	33	416
Total, Provisional Brigade	102	1438

A summary of the above by brigades presents the following aggregate:—

	Officers.	Men.
Division and Brigade Staffs	38	..
First Brigade	40	726
Second Brigade	71	1021
Third Brigade	44	548
Fourth Brigade	158	1825
Provisional Brigade	102	1438
Aggregate	453	5558

It will be noticed that the proportion of officers to men is quite large, being one to every twelve.

THE WHOLESALE FORGER.—It was stated in an account of the forgeries perpetrated by Tryon Reakirt, published in one of the morning papers, that he was a member of the firm of O. S. Janney & Co., and that he had forged the firm's name. This could not be, for if he had been a member of the firm, signing the firm's name to a paper would have been no forgery. But Mr. Reakirt *never* had any connection with the establishment of O. S. Janney & Co. He was at one time a member of the firm of Janney, Reakirt & Co., but this partnership was dissolved more than a year ago.

STORE ROBBERY.—About 3 o'clock this morning thieves effected an entrance into the cigar store of Mr. McIntyre, northeast corner of Eleventh and Chesnut streets, by forcing open the front door with a jimmy. They robbed the money drawer of a small amount of change. Officer Ruff, of the Sixth district, saw two men leaving the premises, and as he advanced towards them the robbers ran. One of them threw away a jimmy. The officer gave chase, but did not succeed in capturing either of the thieves.

THE RECENT BANK ROBBERY.—We have received this note from C. T. Yerkes, Jr. & Co., the import of which is fully explained:—

Editor of EVENING TELEGRAPH—Dear Sir:—As the report that we were heavy losers by the robbery of the Kensington National Bank has been widely circulated, we wish to state that we lost nothing by the same. The bonds we advertised belong to other parties. Yours, truly, C. T. YERKES, JR. & CO.

PRESENTATION OF A COMMUNION SERVICE.—A lady belonging to a prominent Episcopal church in this city has presented to the West Philadelphia Presbyterian Church, Rev. Dr. Nevin, pastor, a beautiful and costly communion service which was used on the recent sacramental occasion. This church is growing in influence and numbers.

SUSPICION OF LARCENY.—William Hamilton is the name of an individual who was arrested at Thirty-sixth and Market streets, on Monday night, upon suspicion of the larceny of a set of silver-mounted harness which he had in his possession. The property is supposed to have been stolen from West Chester. Hamilton has been held for a hearing.

CITY FINANCES.

The Report of the City Controller for the Year 1870—The City Debt and Trust Funds, and Outstanding Warrants and Taxes.

We have received the full printed report of Samuel P. Hancock, Esq., the City Controller, for the year 1870, from which we take the important facts given below, none of which have yet been published:—

Outstanding Warrants.

The warrants outstanding at the close of the year 1870 were distributed among the several departments as follows:—

City Controller	$9,688·42	Rec. of Taxes	17,424·89
City Commis	186,610·69	Water	272,974·17
Clerks of Coun'ls	29,700·66	Defense of City	2,932·92
City Ice Boat	7,931·85	Water Loans	13,109·45
Markets, etc	74,549·45	Park Loan	6,884·61
City Solicitor	71,973·97	Board of Rev'n	50,577·94
City Treasurer	11,140·28	Park Commis	34,094·36
Fire	62,971·49	Park Fund	2,312·49
Highways	408,309·07	House of Correction Loan	5,203·20
Health	157,966·27		
Lighting City	272,841·55	Fire-Alarm Tel	28,871·14
Police	518,617·87	Steam Engine and Boilers	6,651·85
Poor	216,528·10		
Prisons	82,827·15	Port Wardens	1,022·23
City Railroads	4,465·95	South St. Bridge	366·66
Schools	828,239·34	Temp'ary Loans	690,000·00
School Loans	44,516·60	Sinking Funds	221·67
Survey	21,829·68		

Outstanding warrants of 1870	$4,052·546·07
" " 1869	8,019·21
" " 1868	3,249·29
" " 1867	1,455·83
" " 1866	23,049·31
" " 1865 and prior	52,314·40
Total outstanding warrants	$4,140,635·61

The City Trust Funds.

In the following are given the receipts of the several trust funds held by the city during the year, together with the balances transferred to the Directors of City Trusts in March, 1870, and the investments, the securities for which were transferred to the Directors of City Trusts at the same time:—

Name of Trust.	*Receipts.*	*Balances.*	*Investments.*
Girard Estate	$65,762·96	$106,003·00	....
T. D. Grover	1,216·88	1,342·27	$85,331·46
Wills' Hospital	3,837·40	3,155·19	83,100·00
Yellow Fever Fund	296·40	....	11,850·0
Fuel Fund, City	....	352·74	6,700·00
Fuel Fund, Act of Assembly	...	52·37	3,300·00
Girard Fuel Fund	....	112·52	9,080·37
Girard Bequest to Schools	297·00	594·00	9,900·00
B Franklin	1,053·30	1,118·70	40,167·31
Paul Beck	....	....	8,333·33
Father Waters	....	639·66	10,463·69
George Emlen	66·66	399·31	7,825·00
John Scott's $4000	583·00	759·82	20,100·00
John Scott's $3000	351·40	431·19	13,397·60
B. McMahon	14·25	62·04	500·00
James Dutton	78·00	564·95	5,100·00
William Carter	8·55	119·70	1,259·16
A. Thompson	....	146·99	3,333·50
S. Scotten	....	12·00	200·00
Elliott Cresson	150·00	1,749·29	5,000·00
J. S. W. Morris	....	280·00	666·66
D. Claypoole	....	1·75	533·33
A. Armitt	....	180·00	300·00
E. Boudinot	285·00	3,932·15	7,200·00
	....	$121,990·84	$336,750·41

The only considerable payment made before the transfer was on account of the Girard estate, and amounted to $24,434·44.

The receipts of the Girard estate were as follows:—

Rents from Real Estate	$42,503·40
" " Collieries	7,444·21
" " Personal	15,474·51
Timber Land	208·34
Real Estate in Schuylkill County	132·50
	$65,762·96

Collection of Outstanding Taxes.

The amounts collected by John L. Hill, Esq., the Delinquent Tax Collector, on account of outstanding taxes were as follows:—

	Gross Amount.	*Net Receipts.*
Taxes assessed for 1869	$425,251·63	$433,226·28
" " 1868	63,490·76	67,210·03
" " 1867	24,051·33	26,398·33
" " 1866	8,164·23	9,082·03
" " 1865	1,248·23	1,440·53
" " 1864	180·50	217·65
Total	$522,386·68	$537,574·85

The City Debt.

In the following statement is given the amount of the city loans, with the rate of interest and the date of maturity:—

Years.	*5 Per Cent.*	*6 Per Cent.*	*Total*
1871	$142,250	$269,035	$411,285
1872	81,400	176,075	256,475
1873	91,700	345,642	437,342
1874	47,900	148,617	196,517
1875	12,500	96,191	108,691
1876	9,000	431,612	440,612
1877	2,000	194,200	196,200
1878	2,000	228,300	230,300
1879	2,000	214,800	216,800
1880	65,956	533,235	599,194
1881	26,100	1,270,905	1,297,002
1882	3,700	287,474	291,174
1883	3,000	794,658	797,658
1884	10,600	2,430,000	2,440,600
1885	3,850	*1,143,500	1,147,350
1886	....	2,076,600	2,076,600
1887	....	1,123,600	1,123,600
1888	....	140,200	140,200
1889	....	2,613,700	1,613,700
1890	....	1,329,900	1,329,900
1891	....	1,794,400	1,794,400
1892	....	2,752,526	2,752,526
1893	....	625,211	625,211
1894	....	4,278,978	4,278,978
1895	....	7,685,000	7,685,000
1896	....	1,999,700	1,999,700
1897	....	1,800,000	1,800,000
1898	....	525,400	525,400
1899	....	6,132,100	6,132,100
1900	....	1,388,900	1,388,900
1904	....	35,236	35,236
	$503,956	$43,864,696	$44,368,652

To this aggregate is to be added $485,682·43 for loans over due and yet outstanding, after deducting $200,105 86 for amount paid in excess of amounts reported at the time of consolidation, making the total funded debt of the city $44,654,229 on January 1, 1871.

NEW STATE ROAD LAID OUT.—Last winter the Legislature of this State passed an act providing that a State road be laid out from a point in the Twenty-third ward, crossing the county line at Torresdale extending through Bensalem township to the Neshaming creek at Bridgewater. Commissioners were named in the act, several from each county, who have since performed their duties, and the road is now established. At the December term of court a jury of six persons was appointed to appraise damages on this line of road within the limits of Bucks county. This jury consisted of Isaac Eyre, Pierson Mitchell, J. T. Schofield, John L. Janney, Levi Buckman, and John C. Finney. On Wednesday last the jury met for the purpose of discharging the duty assigned. They proceeded over the ground between the two extremes in Bucks county, hearing what the owners of property had to say on the subject. The jury have not yet decided on the awards, but will do so on Friday next, in order to make a report to court this week.

THE COAL TONNAGE of the Philadelphia and Reading Railroad and branches for the week ending Saturday, February 4, 1871, was as follows:—

BY RAILROAD.

	Total for Week.	Same week last year	Increase and Decrease.
Passing over Main Line and Lebanon Valley and East Pennsylvania branches	5,573·17	38,435·10	d32,861·13
For shipment by Canal	......	......	......
Shipped Westward via N. Central Railroad	1,380·11	3,558·07	d2,177·36
Shipped West and South from Pine Grove	577·09	270·00	307·09
Consumed on Lateral	1,101·09	3,413·02	d2,311·13
Lehigh and Wyoming Co	148·13	120·18	27·15
Total Anth. paying freight	8,781·19	45,797·17	d37,015·18
Bituminous	6,411·15	3,841·07	2,570·08
Total all kinds paying freight	15,193·14	49,639·04	d34,445·10
Coal for Company's use	1,548·04	3,483·02	d1,934·18
Total tonnage for week	16,741·18	53,122·06	d36,380·08
Previously this year	574,623,15	512,952·10	60,671·05
Total to date	591,365·13	567,074·16	24,290·17
SHIPPED BY CANAL.			
Total to date	36,225·17	34,373·16	1,852·01

HOUSE ROBBER IN CUSTODY.—About 4 o'clock yesterday afternoon thieves effected an entrance into the dwelling of Mr. Edward Vanhouten, northwest corner of Thirty-eighth and Hamilton streets, by means of the cellar window. A woman who happened to pass the house saw two men coming out. Knowing that they were not the occupants of the premises, she gave the alarm and the men ran. Officer Kelly was notified, and he pursued the thieves, capturing one of them, named John Carter, on whose possession he found some skeleton keys, a jimmy, and some small articles stolen from the house. John will have a hearing at the Central this afternoon.

THE DEAF MUTES.

The Fifteenth Anniversary of the Pennsylvania Deaf and Dumb Asylum—The Exercises of the Semi-centennial.

The services and exercises celebrating the semi-centennial anniversary of the foundation of the Pennsylvania Institution for the Deaf and Dumb began this morning with a special service, and will be concluded this evening by a supper and assembly in the asylum building.

The programme fixed for the occasion includes a special preliminary service, the regular anniversary service and exercises, with addresses and orations, the supper and the assembly.

The special preliminary service began at 12 o'clock, noon, in St. Stephen's P. E. Church, Tenth street, below Market. At 2 o'clock in the afternoon the regular anniversary exercises began at the Rev. Dr. Wylie's Church, on Broad street, opposite the institution. John Carlin, Esq., of New York city, had been appointed to deliver the oration for the day at this time, or in his absence Professor Pyatt, of Philadelphia, as his substitute. This oration is delivered entirely in the mute's sign language, and Rev. Dr. Clere and Joshua Foster, Esq., the principal of the institution, are the interpreters for the benefit of hearing persons. The festive gathering will take place this evening in one of the halls of the institution. It will consist of a grand social assembly and a fine supper, and only those mutes holding tickets will be admitted. The tickets have been in active demand for some time past, and a very numerous attendance is expected. Arrangements have been made with the different railroad companies which will secure half price tickets to all attending the celebration, and accommodations for the guests have been provided. The Committee of Arrangements consists of Messrs. T. S. Roberts, Joseph J. Stevenson, and William Cullingworth, and everything has been done by them that could be done to enable all to enjoy the occasion fully.

The service at St. Stephen's Church began at the time appointed in the presence of a numerous assembly both of deaf mutes and their friends. It was conducted by Dr. Clerc, of the Bird Orphan Asylum, Dr. Gardette, of New York, and Dr. Rudder, the rector of the church.

The order of morning prayer was recited audibly by Dr. Clerc, and was interpreted into the deaf mute sign language by Dr. Gardette. In place of the sermon a short address was delivered by Dr. Rudder, which was also interpreted by Dr. Gardette. Dr. Rudder read a portion of the thirty-fifth chapter of Isaiah which refers to the millennium, and makes mention of the unstopping of the ears of the deaf and the opening of the eyes of the blind. He then continued as follows:—

The prophet Isaiah is distinguished in the fact that he especially foretells beforehand the coming of the kingdom of Christ upon earth. The words are part of a prophecy relating to that coming. One of the first characteristics of this prophecy is that it looks after the alleviation of the miseries of those who are afflicted in any way. One of the signs of the kingdom is the curing of all who are in difficulty of body or estate. Such has ever since been the work of a true Church. It regards with equal love all classes and conditions of men. We have one proof of this in this very deaf mute work carried on in New York, Boston, and Philadelphia by all who wish to serve the great Master. This work also looks after the spiritual welfare of the afflicted. The first step is to put the deaf in communication with the outside world, with those who have the sense of hearing. But this is not the end of the work. If it stopped here the work would be very incomplete. The work of the Deaf Mute Mission would be a sad failure if it did not look after the spiritual needs of the mute also. The mute must not only be made acquainted with the world he lives in, but with the world beyond, so that they may know how to live to prepare for the future life.

When Christ did come he actually did perform all such miracles as are mentioned in the passage read. The lame did actually walk, the blind were made to see, and the deaf were made to hear. These miracles have now ceased, but greater miracles are being done daily. The leprous in sin are daily cured, the spiritually blind are made to see, and the morally deformed are daily made whole.

For these mercies we ought to give our heartfelt thanks. We ought to give these thanks by the doing of certain acts. We ought to bear the evils of this life with patience. In your position the exercise of a self-control which will keep down a fretful, repining spirit, will help to show your thankfulness. Another method is to live in a holy manner. These are but a small return of thankfulness for all that has been done for you by the Saviour of the world.

After the sermon the service was concluded, and those in the audience proceeded to Dr. Wylie's Church to attend the anniversary exercises. Previous to their departure the mutes inspected the church thoroughly, and seemed much pleased with the Bird monument, the entrance doors of which were thrown open for their accommodation.

AN IMPROVEMENT.

Deepening of the Channel of the Delaware at Wilmington.

Lieutenant-Colonel of Engineers J. D. Kurtz, U. S. A., having his office in this city, has just opened proposals for the deepening of Wilmington barbor. The operations for the improvement of this harbor have been heretofore confined to dredging, and the aggregate expenditure for that purpose has thus far been, on the part of the United States, $32,356. The method now proposed is to dredge a channel 12 feet deep and 200 feet wide through the bar which crosses the mouth of Christiana river, and up that stream as far as the mouth of Brandywine creek. There is now but eight feet of water at extreme low tide, and this is a serious bar to the commercial interests of that fast-growing city, for only the smaller class of vessels can ascend the river. In addition to this improvement, it is also intended on the part of the authorities to remove a large rock which lies in the channel, and about nine feet below low water mark. No work has been done since 1840 to improve this channel, and when it is rendered navigable for the heaviest vessels, the increase in the commercial prosperity of Wilmington will receive a decided impetus. The estimate for dredging the channel through the bar, and the removal of 120,000 cubic yards of earth, is $36,000. A New Yorker is the lowest bidder for the work, but the award has not yet been decided upon.

CORONER'S INQUEST—SUPPOSED FOUL PLAY.—On Saturday night last, William A. Dobbins, aged 30 years, residing at No. 1506 Fawn street, was found in a supposed intoxicated condition lying on the sidewalk at Eleventh and Girard avenue. He was taken to the Twelfth district Station-house, and then removed to his home, where he died on Monday afternoon. Alderman Stearne commenced an inquest in the case on Tuesday, and concluded the same this morning at the Morgue. The verdict of the jury was, "That the deceased came to his death from compression of the brain caused by a fracture of the skull, the result of violence from a fall or a blow." The Mayor has been notified of the occurrence.

BONDS STOLEN BY THE KENSINGTON BANK ROBBERS.—By the robbery of this bank, as was stated in THE EVENING TELEGRAPH on Saturday last, Mrs. Kate Helm lost $13,000 worth of United States coupon bonds. Twelve of these were of the $1000 denomination, and the numbers are as follows:—

No. 97,394,	No. 97,398,	No. 165,835,
No. 97,395,	No. 97,399,	No. 165,836,
No. 97,396,	No. 165,833,	No. 165,837,
No. 97,397,	No. 165,834,	No. 165,838.

Two of the stolen bonds were each of $500. The numbers are 74,952 and 74,953.

A BAD SON.—Joseph Barrett, aged twenty-one years, residing at No. 2143 South street, was arrested yesterday upon the charge of beating his father and threatening his life. Defendant had a hearing before Alderman Dallas and was held to answer.

PROVED FATAL.—Mrs. Mary Geiger, who was badly burned about the face, head, and breast by the explosion of a coal oil lamp which she was filling when lighted, died yesterday afternoon from the effects of the injuries received. Deceased resided at No. 1324 Atmore street.

STOLE A HAM.—Michael McIntyre was taken into custody yesterday upon the charge of the larceny of a ham from the grocery store corner of Third and Union streets. The prisoner will have a hearing at the Central Station this afternoon.

THIRD EDITION

MATTERS AT WASHINGTON.

The Export of Liquors.

Dinner by the Russian Minister.

DOMESTIC AFFAIRS.

Suicide in the New York Tombs.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Export of Liquors.

Despatch to the Associated Press.

WASHINGTON, Feb. 8.—The Committee of Ways and Means have before them a bill to facilitate the export of whisky and high wines. It is looked upon with favor and will probably be reported in some form.

Dinner by the Russian Minister.

A kind of official dinner was given last night by the Russian Minister and his wife. There were present the Secretary of State and the Secretary of the Interior, with their ladies, the Attorney-General, Senator Chandler and lady, Representatives Banks, Brooks, and Hooper, and General Grant's sister, Mrs. Cramer.

FROM NEW YORK.

Proposals for Bonds.

NEW YORK, Feb. 8.—There were twenty-four proposals for bonds to-day, amounting to $7,186,500, at 108 65@109·48. The awards will be two millions at 8·65@8·82.

Suicide in the Tombs.

Samuel S. Stevens, the Bangor (Me.) bond robber, committed suicide in his cell in the Tombs during the night, and was found dead early this morning.

New York Money and Stock Market.

NEW YORK, Feb. 8.—Stocks quiet. Money easy at 4@6 per cent. Gold, 111⅝. 5-20s, 1862, coupon, 111⅞; do. 1864, do., 110⅞; do. 1865, do. 110⅞; do. 1865, new, 109⅞; do. 1867, 109⅞; do. 1868, 109⅞; 10-40s, 109⅝; Virginia 6s, new, 61⅝; Missouri 6s, 89⅞; Canton Co., 73; Cumberland pref., 28; New York Central and Hudson River, 93⅞; Erie, 21⅞; Reading, 98⅞; Adams Express, 67⅞; Michigan Central, 117⅞; Michigan Southern, 94; Illinois Central, 133⅞; Cleveland and Pittsburg, 103⅞; Chicago and Rock Island, 106⅞; Pittsburg and Fort Wayne, 94; Western Union Telegraph, 46.

New York Produce Market.

NEW YORK, Feb. 8.—Cotton dull and declining; sales 1000 bales at 15⅝c. Flour is without decided change; sales 11,000 barrels. Wheat quiet and nominally unchanged. Corn dull; sales 31,000 bushels new mixed Western at 84@85c. Oats a shade firmer; sales 21,000 bushels Ohio and Western at 63⅞@65c. Beef steady. Pork quiet; new mess, $22·50@23; old, $21·50. Lard unchanged. Whisky quiet at 93⅞c.

Baltimore Produce Market.

BALTIMORE, Feb. 8.—Cotton—Middling upland scarce and firmer than other grades We quote at 15@15⅞c.; low middling dull and weak at 14⅞@14⅞c. Flour more active at a slight concession. Wheat firm and unchanged. Corn—White southern in good demand at 88c; yellow Southern firmer at 82c. Oats, 58@60c. Rye dull at 95c.@$1. Mess Pork steady at $23. Bacon steady; rib sides, 12c.; clear rib, 12⅞c.; shoulders, 10⅞c. Hams, 16@17⅞c. Lard dull at 13@13⅞c. Whisky, 94c.

BORDER WARS.

Bad News from the Southwestern Frontier.

This morning, about half-past eleven o'clock, while the Mayor was yet immersed in the troubles accruing from the recent robbery at the Kensington Bank, and with his Detective Corps was devising a method to trap the audacious marauders, Messenger Gallagher, who with an unsleeping vigilance watches the door that leads into His Honor's sanctum, rushed into his presence with alarm stamped upon his face and this unstamped message in his hand:—

"P., B. AND W. RAILROAD STATION.—A riot in progress on the line of the road here. Send relief."

The Mayor at once called in more of his trusty servants, to discuss this new evil, for, to say the least, the telegram was ambiguous. From one of his lieutenants he, however, learned that on the new road which the Baltimore Railroad Company are constructing in the southwestern section of the city a large gang of Milesian laborers are employed, who intersperse the drudgery of the day with lively skirmishes, in which heretofore, though none were killed, many were bruised and knocked quite out of countenance.

The Mayor at once ordered details of men to be sent from the First and Seventeenth districts to the scene of the struggle, and, in addition, that the officers of the law might not be without a proper commander, sent Lieutenant Thomas, of the Reserves, and four of his subordinates as aids, in post haste speed to the scene.

It has been customary, on past monthly paydays, for these freshly-imported Irishmen to celebrate the event with club fights and whisky. This is what's the matter with them now. It is the peaceable people who happen to live in the vicinity where the new road is being put down who ask the protection of the police.

In a Nutshell.

Lieut. Thomas arrived on the scene, near the junction of the Gray's Ferry road with the Philadelphia, Wilmington, and Baltimore Railroad, at 12 o'clock. Here he found assembled about 250 laborers, who had struck for higher wages. They were receiving $1·25 per diem, but demanded $1·50. They quit work in a body at 9 o'clock this morning, and in a body, shouting and swinging their shillelahs, proceeded down the road to a quarry where a number of men were at work. These they forced to suspend operations, though the contractor drew a pistol and threatened to shoot the ringleaders. Then the strikers proceeded to the junction, where was the office of Isaac F. Brennan, who has the contract for laying this section of the new road, and demanded their pay, declaring that no work should be done on that road until their money was forthcoming. While they were at this place Lieutenant Thomas and his men arrived on the scene, and by no force of arms, but a little moral suasion, quieted the mob, advised the contractor to pay the strikers to-morrow, and soon had the pleasure of seeing the Milesian host moving peaceably in the direction of their homes. Thus was a sanguinary struggle avoided.

LODGERS.—There were 135 lodgers in the Third District Station House last night.

LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA........FEBRUARY 8

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.........34 | 11 A. M.......41 | 2 P. M.......44

SUN RISES	7·2	MOON SETS	8·55
SUN SETS	5·27	HIGH WATER	3·45

(By Cable.)

LIVERPOOL, Feb. 7.—Arrived, steamship Sidonian, from Savannah Jan 18, with 2387 bales cotton; ship Merom, from Savannah Dec. 30, with 3562 bales cotton; ship Waverley, from New Orleans, Dec. 9, with 2187 bales cotton; ship Sarah Hignett, from New York Jan 11, with 713 bales cotton. Total, 8849 bales.

ARRIVED THIS MORNING.

Steamer Josephine Thompson, Moore, 13 hours from Baltimore, with mdse. to A. Groves, Jr.

Schr Abbie Bursley, Lovell, Brunswick, Ga., with lumber to Starr & Co.

WEDDING AND PARTY INVITATIONS ENGRAVED AND PRINTED IN THE LATEST STYLE.

A fine assortment of FRENCH, ENGLISH, and AMERICAN PAPER, with Envelopes to Match. PAPER and ENVELOPES, ready stamped, always on hand.

JOHN LINERD,
11 30 wfmsp No. 921 SPRING GARDEN Street.

FOURTH EDITION

THE LEAGUE ISLAND NAVY YARD.

Proposed Sale of the Brooklyn Yard

Evening Cable News.

New Brunswick Advices.

The Canadian Fisheries Question.

England to Make Concessions.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Brooklyn Navy Yard Sale—Prospects of League Island.

Special Despatch to the Evening Telegraph.

WASHINGTON, Feb. 8.—A bill reported by Mr. Scofield, from the Committee on Naval Affairs, to-day for the sale of the Brooklyn and Kittery Navy Yards, provides the money from the proceeds of the sales shall be used to build up other navy yards.

Mr. Dawes, of the Appropriations Committee, proposes to devote the money to the construction of a navy yard at League Island. But this is such a slow and uncertain way of getting the money that the Philadelphia members propose to insist upon having an appropriation for League Island in the Miscellaneous Appropriation bill.

River and Harbor Bill.

Special Despatch to The Evening Telegraph.

The sub-committee of the House Committee on Commerce to-day perfected the river and harbor appropriation bill, and it will be reported to the full committee to-morrow. The bill appropriates about $4,000,000.

The Canadian Fisheries.

Special Despatch to The Evening Telegraph.

WASHINGTON, Feb. 8.—The President is preparing a message, which will probably be communicated to Congress to-morrow, on the fisheries question. It is understood that the President has some important information relating to this subject, and which will explain the delay of General Schurz.

It appears that Great Britain is willing to make nearly all the concessions required by our Government in the settlement of this important qeestion.

Secretary Boutwell was before the House Appropriation Committee for the purpose of disposing of the question of making appropriations for the construction of the

New Public Buildings.

The Secretary states that the pressure is very great for additional buildings, and that he is of the opinion that some of them ought to be constructed. The committee requested him to make such recommendations by letter and that they would take action on the matter to-morrow.

Explorations in the Northwest.

They agreed to appropriate twenty thousand dollars to allow Captain Powell to continue his explorations, and forty thousand dollars to Professor Hayden to continue his explorations in the Northwest.

The Brooklyn Navy Yard.

It seems to be settled, judging from the debate in the House to-day on the Brooklyn Navy Yard, that Congress will pass a bill for its sale. Mr. Dawes' amendment to include the Kittery and Charlestown Navy Yards was adopted. It is the purpose of the Government to

Reduce the Number of Navy Yards

four or five, and to make those more efficient.

The Senate again postponed the

Air Line Railroad

to New York to-day. The opponents of that measure seem to be confident of defeating its passage at the present session.

New York Central Railroad Script.

Despatch to the Associated Press.

WASHINGTON, Feb. 8.—The hearing in the case of the New York Central Railroad script dividend tax has been postponed until the 16th instant, in consequence of the absence of Solicitor Smith, who has been summoned to Ohio on account of the death of his father.

Reported Loss of the Steamer Tennessee.

A startling rumor was in circulation here today that the United States steamer Tennessee had been lost, but inquiries at the Navy Department dissipated the fears that originated from the report.

Collector Murphy,

of New York, had a long interview with the President to-day.

FROM THE DOMINION.

Smallpox in New Brunswick.

ST. JOHNS, N. B., Feb. 8.—Several cases of smallpox were reported yesterday, and two deaths occurred. Great numbers are applying for vacinations. The supply of vaccine matter is exhausted, and a fresh supply is expected by the steamer this evening.

Bank Reports.

The report of the Directors of the Commercial Banks shows that all outstanding notes are redeemed, and the assets are being rapidly realized.

FROM NEW YORK.

Election of University Regents.

ALBANY, Feb. 8.—John L. Lewis and Horatio G. Warner, Democrats, have been chosen Regents of the University over Horace Greeley and D. W. Bristol, by a party vote.

FROM EUROPE.

Ship News.

LIVERPOOL, Feb. 8.—Arrived, ship Australian, from Mobile with 5500 bales of cotton; Centaur, with 3200. Bark La Plata, from New Orleans, with 1500 bales.

This Afternoon's Quotations.

LONDON, Feb. 8—1·30 P. M.—Consols 92 for both. American securities quiet. Stocks quiet. Erie, 17⅞.

LIVERPOOL, Feb. 8—1·30 P. M.—California wheat, 11s. 10d @12s.; red winter, 11s. 4d. Flour, 28s. 9d. Corn, 35s. 9d. For new Peas, 41s. 6d.

PENNSYLVANIA LEGISLATURE.

Senate.

HARRISBURG, Feb. 8.—Among the reports from committees were the following:—

The bill extending to the bituminous coal regions the provisions of the act of March, 1870, providing for the health and safety of miners, was reported, and amended so as to provide for the State being divided into four bituminous districts, with a negative recommendation.

The House bill for the relief of the Scott Regiment, as committed.

Bill to relieve bequests made for charitable, religious, and other public purposes from the payment of collateral inheritance tax.

Mr. Anderson, one exempting all ground-rents in counties named in act of 1868 from taxation, except for State purposes, whether the deed was made before or after the passage of this act.

Mr. Nagle, one authorizing the Morris Run Coal Company to increase the number of its directors and borrow money.

Mr. Mumma, one allowing Prothonotaries of the Supreme Court to take acknowledgments of deeds, mortgages, letters of attorney, and other instruments of writing, and to administer oaths; also, to take depositions to be used in any courts in the State, the fees to be the same as allowed to other officials for similar duties.

Also, one authorizing the Courts of Quarter Sessions to fix the width of State roads where the width has not been previously fixed and determined.

Mr. Olmstead, one supplementary to the act of March 3, 1866, extending the time for the completion of the Buffalo, Bradford, and Pittsburg Railroad until January 1, 1877.

Mr. Hennessy, one providing that the law of 1869, creating the Board of Trusts in Philadelphia, shall not be construed so as to authorize the board to pave, repave, or repair any streets, lanes, roads, or highways of that city.

Mr. Connell, one incorporating the [illegible] Market Company.

Also one divorcing William Arkless and wife; also one divorcing Helen and Philip S. Myers; also one removing that restriction from the charter of the Deaf and Dumb Institution which prevents it from erecting a building outside of the city limits, and authorizing the erection of new buildings; also extending the term of instruction to eight years for such indigent pupils at the State expense as would be benefitted thereby.

House.

Mr. Wiley introduced and made an effort to pass an act relative to the inspection of liquors, as follows:—That the provisions of the act of 21st of April, 1858, for the inspection of liquors shall be held to apply in future to all spirits distilled anywhere in the United States as well as those distilled in Pennsylvania.

The House refused to suspend the rules, and the bill was sent to committee.

House bill exempting all property owned and used by religious denominations as parsonages in Cumberland county, from taxation, was considered. Mr. McGowan moved to add Philadelphia county.

Mr. Miller moved to amend by exempting all such property in the Commonwealth.

Mr. Smith, Philadelphia, sustained this view.

Mr. Humphreys said that common justice to the taxpayers of the State required that no property should be exempt, but that it should all bear its due proportion of the public burdens.

Mr. Marshall entered his protest against the system of exemption, and based one of his arguments on that clause in the State Constitution which says that "no man can of right be compelled to attend, erect, or support any place of worship, or to maintain any ministry against his consent." He held that churches and parsonages required as much police and municipal care as any other buildings, and that if they were exempted the burden of sustaining them would fall unjustly upon people who were in no manner liable for their support. More than ten millions of property was improperly exempted in Philadelphia.

Mr. Humphreys maintained that it was unjust to release a rich church congregation from its share of the taxes, and then to levy upon the house or goods of some poor widow or laborer who lived opposite. These churches, so far as the selling of pews, etc., were business organizations. In the general discussion which ensued, various suggestions were made, among others that it would be a good idea to add an amendment requiring the members to go to church; that in many of the most costly churches the parsons held themselves ready to preach to the highest bidder; that the majority of churches were far better able to pay the taxes than the ordinary business classes of the community; that the "little church around the corner" was the ideal of a Christian church. This was Mr. Reinoehl's view.

Mr. Miller, of Philadelphia, denied that the wealthy churches, as a general thing, owned any valuable parsonages, and said the bill was calculated to relieve the poorer congregations.

A Lancaster county member cited the case of a church which owned a hundred acres of land.

Mr. Mann, of Potter, asserted that the bill was a plain violation of the Constitution, and mentioned the fact that at least one religious society, the Friends, had no parsonages and yet would be additionally taxed to make up the general deficiency which would ensue from this wholesale exemption.

The debate took a very wide range, embracing the merits of true Christianity, the relative effects of churches in making Democrats or Republicans and the policy of exempting churches and parsonages on account of the benefits they render the community.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

WASHINGTON, Feb. 8.—On motion of Mr. Scott, the amendment of the House to the resolution for the paying of the Senate committee to investigate alleged outrages in the South was concurred in.

Mr. Rice, from the Judiciary Committee, reported with an amendment a bill to create the Southern Judicial District of California.

Mr. Cole asked the present consideration of the bill.

Mr. Trumbull, Chairman of the Judiciary Committee, objected, remarking that he would oppose all bills creating additional districts, as breaking down the whole judicial system of the United States. The present was one of a series of measures looking to the creation of a dozen new districts, and had received the assent of the committee against his own judgment.

Mr. Cole explained that the proposition was to re-establish a district, which was necessitated in consequence of inconvenience in travel.

Under the objection the bill went on the calendar.

Mr. Sumner presented a memorial from the Reform Leagues of Philadelphia, constituting the old guard of abolitionists in that city, in favor of legislation by Congress to protect the colored people of the South from outrages. Referred to the Select Committee on Southern Outrages.

Mr. Trumbull, from the Committee on the Judiciary, reported favorably a joint resolution prescribing an oath to be taken by H. B. M. Miller, as Senator elect from Georgia, providing for the same form of oath administered to the other Senator from Georgia, Mr. Hill, and the members of the House who had been under disabilities.

Mr. Anthony introduced a bill to punish bribery at Presidential elections. Referred to the Committee on the Judiciary.

Mr. Williams presented and had read a resolution of the Oregon Legislature rejecting the fifteenth amendment. It denies the right of Congress to interfere with suffrage within that State, and charges that the amendment is being forced upon the States by the aid of bayonets.

Mr. Williams said the resolution was an indication of the position to be assumed and issues to be raised by the Democratic party in the next Presidential election. The maintenance or overthrow of all the constitutional amendments and reconstruction laws, involving a return to the condition of anarchy caused by the Rebellion, was to be the great absorbing question of that election.

Mr. A. G. Thurman desired to say for the benefit of his friend Mr. Williams, that it was the intention of the Democratic party to hold a national convention between now and the next Presidential election. Judging from the past, it was altogether probable that the convention would lay down a platform, and that the Democrats of Oregon would stand with their brethren throughout the country upon that platform. If his friend Mr. Williams would wait until that platform was made, he would know where the Democratic party stood.

Mr. Williams moved to lay the subject on the table, which motion being agreed to ended the discussion.

House of Representatives.

Mr. Dawes offered a resolution authorizing the Committee on Appropriations to send for persons and papers and to examine witnesses in reference to the cancellation of the contract of Dempsey & O'Toole, for stamps and envelopes, by the Postmaster-General. Adopted.

Bills were reported from the committees, and passed, amending the act of the 3d of June, 1834, for the relief of Peter Mills, and for the relief of Thomas B. Valentine, of California, claimant under the Mexican grant to Juan Miranda.

Mr. Scofield, from the Committee on Naval Affairs, reported a bill to provide for the removal of the Brooklyn Navy Yard. The bill having been read,

Mr. Scofield called attention to the importance of the bill. He spoke of the general opinion of the people of Brooklyn that the Navy Yard there was an impediment to improvements, and was a public nuisance. The committee understood that the land and fixtures would sell for twenty millions, and some estimated the price as high as thirty millions. The committee had come to the conclusion that the land might be sold for $20,000,000 provided the Government could give a good title, but there was some little shadow of doubt about a portion of the title.

Mr. Dawes offered a resolution providing for the like removal of the Navy Yards at Charlestown, Mass., and Kittery, Me., or either of them.

Mr. Hooper moved to amend by including in the bill all the other navy yards in the United States.

Mr. Scofield moved to amend by providing that the land might be sold either at public auction or sealed proposals.

After opposition by Mr. Wood and Mr. Judd, Mr. Scofield's amendment was agreed to.

Mr. Dawes spoke in support of the bill and of his amendment. He regarded the maintenance of eight navy yards as an unnecessary expense.

The cost of the officers alone would reach $1,000,000. The conviction was gaining ground even in the navy that it would be better and cheaper to have vessels built by private contract than in the navy yards. The amendment he had offered would not compel the Secretary of the Navy to sell the Charlestown and Kittery Navy Yards, but it would authorize him to do so. He was in favor of selling those two yards in New England, and letting the future decide on the question of establishing one at New London, Conn. The testimony of the world was uniform in favor of dispensing with public navy yards and building ships of war in private ship yards. He wished his colleague, Mr. Hooper, to withdraw his embarrassing amendment, and let the bill apply only to the Brooklyn, Charlestown, and Kittery Navy Yards.

Mr. Hale, a member of the Naval Committee, discussed the bill. He had no doubt that the experience of other nations and the sentiment of Congress and of the country, were in favor of the reduction of the navy yards, but he doubted whether the House would favor the bill which provided for the removal of the fixtures and materials of the Brooklyn Navy Yard to another site or sites. Was the House prepared to do that? Was it prepared to remove the materials from the Brooklyn, Charlestown and Kittery Navy Yards to New London and League Island? He hoped not.

He favored a reduction of navy yards, but did not favor the creation of new ones. He was opposed to the amendment offered by Mr. Dawes, particularly in relation to Kittery, to which none of the objections applicable to the other two yards applied.

Mr. Van Wyck opposed the bill, and wanted to know why the committee should strike at the Brooklyn Navy Yard, where millions had been expended in building a dry dock, from the sale of which nothing could be realized.

Mr. Hale replied that there was a general demand on the part of the people, the press, and the representatives of New York and Brooklyn for the removal of this yard, and that it was selected because it was not needed for the public service, and because the Government would realize a large sum from its sale.

Mr. Slocum argued in support of the bill, and gave a history of the Brooklyn Navy Yard.

At 1·30 the bill went over till to-morrow, and the House proceeded to the consideration, as a special order, of a bill for the better protection of the frontier of Texas, authorizing the Secretary of War to organize and call into service detachments of mounted men in each county, consisting of inhabitants thereof, for defense against Indians, and appropriating $100,000 therefor.

Mr. Degener, who had charge of the bill, yielded to Mr. Butler, of Mass., who introduced a joint resolution authorizing the Secretary of the Treasury to remit the duties on such imported articles of merchandise as are donated to fairs for the benefit of the destitute and wounded citizens of France. Passed.

The House having resumed the consideration of the Texas bill, Mr. Slocum argued in opposition to it as one of a class of propositions that would be made by Arizona, New Mexico, and other Western Territories, asking authority to raise independent armies to be supported by the General Government. He predicted that if this bill were passed the youngest man in the House would not live long enough to see the claims of these Texas rangers fully paid.

Mr. Degener replied to Mr. Slocum's speech, and argued in favor of the bill.

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